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STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York Saturday, July 16, 1870.

New Haven, Middletown and Willimantic Railroad.

This road, when completed, will be about 53 miles in length, extending from New Haven to Willimantic, Conn. The rails having been laid from New Haven to Middletown, a distance of 24 miles, the formal opening of the road between those cities took place on the 7th inst. This road was projected, about twenty-five years ago, by Mr. Edwin F. Johnson, of Middletown, now consulting engineer of the Northern Pacific Railroad, Chas. R. Alsop, Benjamin Douglass and Augustus Russell. The proposed route was surveyed by Mr. Johnson, assisted by Thomas McDonough, in the year 1845-6, and pronounced in every way feasible for building the contemplated road. A charter was then obtained from the Connecticut Legislature authorizing the newly formed Company to construct a drawbridge over the Connecticut River at Middletown; but at the next session the bill was repealed, and for a time the proposed enterprise was given up. About eight years ago, however, the new company was merged into the Boston, Hartford and Erie Railroad Company, with whose road it is intended to connect at Willimantic, thus making, as nearly as may be, an air-line road to Boston. In 1866, Gen. E. W.

Serrill brought the feasibility of the proposed road to the notice of David Lyman, Esq., of Middlefield, a prominent and wealthy citizen of Middlesex County, who at once entered into the scheme with zest, and has been above all others the most earnest in bringing the road thus far toward completion. After two years of effort, Mr. Lyman succeeded in getting the necessary legislative authority for the construction of the road, the right to build a draw-bridge over the Connecticut, and Congress, in 1868, confirmed it. The first spadeful of earth was moved in May, 1869, and although thirteen months only have passed, and immense masses of rock had to be cut through, the rails have been laid to Middletown. Of the twenty-nine miles between Middletown and Willimantic, eighteen have been graded and are ready for the rails. In one year it is anticipated that the communication with Boston will be complete. The road passes through a fine farming country—New Haven, Middlesex and Windham Counties—and will afford the farmers additional facilities for getting their produce to market. When completed, this road will shorten the route to Boston by twenty-seven miles. The officers of the road are: David Lyman, President, Middlefield, Conn.; O. V. Coffin, Secretary and Treasurer, Middletown, Conn.; Gen. E. W. Serrill, Chief Engineer, New York City.

Mobile and Montgomery Railroad.

We learn from Col. G. Jordan, General Superintendent of this road, that contracts were closed on the 24th ult. for completing the entire work from Tensas into the City of Mobile. In this work there will be about 3 000 feet of iron bridging, with large draw bridges at Tensas and Mobile rivers, and small draws in several of the small bayous. There will be about 11,000 lineal feet of trestle, and 350,000 cubic yards of earth work. The entire work is to be finished by October 1st, 1871. Contracts were awarded to the following parties:

Boynton Brothers, Providence, R. I., Tensas and Mobile river abutments and the iron piers in Tensas river; also, the trestle work, grading and track laying. This is a very heavy contract, aggregating nearly \$400,000.

Louisville Bridge Company—Tensas bridge superstructure; plan, triangular truss.

McNairy, Clafin & Co., Cleveland, Ohio—Mobile river; iron screw pile piers and superstructure, on the plan of Post's combination bridge.

The work was all let at reasonable and satisfactory rates, and to good and responsible parties.—*Mobile Register.*

Northern Pacific Railroad.

The Duluth Tribune learns from Gen'l Spaulding who was at that place a few days since, that 1,000 men will be at work on that end of the road within ten days, and that work will soon commence upon the Crow Wing portion also. The General has just closed a contract with the Lake Superior and Mississippi Railroad Co., for the receiving at Duluth of all the iron necessary for the Northern Pacific. There seems to be no doubt but that the road will be completed to Red River in one year from the 1st of July.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	\$545,864 46	\$612,764 72
" freight	1,179,182 37	1,384,402 21
" mails	47,089 76	47,970 00
" express	78,465 00	70,150 00

\$1,850,601 59 \$2,116,286 93

Expenses, viz:		
Repairs of roadway	\$327,704 16	\$338,770 27
" machinery	274,185 50	312,634 44
Conducting transp.	635,015 79	669,408 22
Taxes, Macon shops & Incline plane	13,646 61	34,815 69

\$1,250,552 06 \$1,355,628 62

Net revenue..... \$600,049 53 \$759,758 31

Compared with the previous year the gross earnings show an increase of \$264,685 34 with an increase in expenses of \$104,976 56—making the increase in net earnings, \$159,708 78. The earnings per mile of road in 1868 and 1869 were as follows:

	1868.	1869.
From passengers	\$1,124 46	\$1,216 72
" freight	2,427 37	2,860 21
" mail and express	258 76	244 00
Totals	\$3,809 59	\$4,370 93

The earnings per mile run by trains were:

	1868.	1869.
By passenger trains	\$1.77	\$1.86
" freight trains	2.22	2.37
" all trains	2.03	2.07

The company have 69 locomotives in use, of

which 38 are on the Alabama and Mississippi Division, and 31 on the Tennessee and Kentucky Division. No statement of rolling stock is given. The mileage of engines was as follows:

	1868.	1869.
Passenger.....	378,012	438,995
Freight.....	530,968	580,278
Gravel and repairs.....	161,516	179,357

Totals 1,070,496 1,198,630

The cost of motive power per mile run was as follows:

	1868.	1869.
Repairs of locomotives.....	0.107	0.108
Fuel.....	0.096	0.090
Pay of engineers and firemen.....	0.098	0.084
Oil, tallow, waste and cleaning.....	0.020	0.015

Totals 0.321 0.297

The movement of cotton from April 1, 1869, to March 31, 1870, in comparison with the corresponding period of the previous year, was as follows:

	1868-'69.	1869-'70.
Transported to Mobile.....	81,890	112,470
" Corinth.....	817	1,623
" Humboldt.....	22,601	15,947
" Jackson.....	12	115
" Columbus, Ky. 5,842		9,055
" Troy.....		1,020
" Enterprise.....		157
" Columbus, Miss.		1,848
Total bales.....	110,662	141,735

Of the cotton grown in Tennessee, there went to Columbus, Ky., in 1869-'70, 4,687 bales, to Humboldt, 5,087; to Jackson, 115; to Mobile, 2,519, to Troy, 549; and to Corinth, 11—total, 12,918, against 15,733 in 1868-'69.

Of the cotton grown in Alabama and Mississippi, there was transported to Corinth in 1869-'70, 1,612 bales; to Humboldt, 20,910; to Columbus, Ky., 4,368; and to Troy, 471—total, 17,351, against 10,065 bales in 1868-'69.

The shipments of compressed cotton from Mobile in 1869-'70 amounted to 2,969 bales, against 4,843 in 1868-'69.

The number of bales transported from September 1, 1869, to April 1, 1870, was 129,164, and in the corresponding period of the previous year, 80,855—showing an increase from crop of 1869-'70 of 48,309 bales.

Leaving out the shipments of compressed cotton from Mobile, that carried to Columbus, Miss., and the receipts from the Mississippi Central Railroad in 1868-'69, the increase in the movement of cotton produce in the country tributary to the road, of the crops of 1869-'70 exceeds that of the former year 53,679 bales, or about 74 per cent.

These statistics show that the movement of cotton raised in Tennessee within the same dates was only 934 bales, or about 8 per cent. greater than in 1868-'69. The movement, also, within the same date of the crop of 1867-'68, exceeds that of 1869-'70, 6,510 bales. The president in his report says:

It will be remembered that the cotton crop of 1868, was the smallest produced in the country tributary to your road since the war, and the receipts for the first three months of 1869 showed a heavy falling off, but since then the improvement has been steady, and the increase of the crop of 1869, enabled us to overcome that loss and swell the earnings of the year to the extent of \$264,685 34. An examination of the tables will show that from the month of April, 1869, the business has regularly increased, and the same is true of

the first four months of 1870, where the increase over the corresponding months of 1869 amounts to \$189,896 35. Showing that the year 1868 was the one in which the bottom was reached.

The steady improvement in receipts since April, 1869, is due in part only to the increased cotton crop of that year. The increase of manufacturing on and near the line has been large, and is furnishing business to a greater extent than would be supposed without an examination. There are now 997 manufacturing and mechanical concerns on or near your road, of which 249 were started during the past year. There are of Lumber and Grist Mills, 337, of which 87 were started the past season. It is true that these 997 establishments are for the most part small, yet each furnishes business, the volume of which is constantly increasing. Besides this, there has been an increase of lumber and naval stores, while of coffee of direct importation; the increase is of over 8,000 bags. These facts prove conclusively that our people are diversifying their pursuits, the effect of which must be favorable to your interests.

It is a matter of congratulation that we have been able to resume payment of interest to our first mortgage bondholders, and thereby justify the confidence which they had reposed in the real strength of your enterprise. When it is remembered that payments had been suspended for nine years, during which time a most destructive war had raged throughout the country traversed by your road, involving an absolute loss of 65 per cent. of the entire cost of your property, and at the termination of the contest leaving the region from which your earnings were to be derived, in a desolate and prostrate condition, the present result should assure you of the inherent strength of the enterprise, and must convince your creditors of the safety of their investments.

The Bondholders who have thus generously extended payments are entitled to your thanks, and we can but think that when fully acquainted with your past surroundings, they will thankfully acknowledge your active and untiring efforts to restore the road to prosperity, thereby saving them from the ruthless grasp of speculators, who would have taken advantage of their and your condition, to precipitate upon both a common disaster.

The sales of Lands have been increased the past year, and there is still an active demand for small tracts. There can be no doubt but that as the lumber business is developed, these lands, which are generally well timbered, must find a market and prove a source of income to the Company.

Regarding Immigration and settlement along the line as of the greatest importance to the company, agents have been employed, who have succeeded in directing attention to the great advantages offered by our soil and climate, which has resulted in bringing 2,300 foreign immigrants, mostly Swedes and Danes, the larger portion of whom have settled in the prairies of Mississippi. In addition to these there has been many families from the West, and mostly from the State of Illinois, who have settled all along the line. These immigrants, who, so far as we learn, are pleased with the country, will form a nucleus through whom correct information will reach the vast number of persons who are leaving Europe for a more friendly clime, while those from the western States of our own Union, are constantly assuring their former neighbors of the true social condition of our people and the healthfulness of the climate.

Our efforts in this department may be regarded as a success, the benefits of which are to be realized in the near future.

With all connecting roads our relations are harmonious, with such occasional differences as competing interests necessarily engender. During the past year, the Branch to Aberdeen has been completed by that city, and is in successful operation. This branch reaches the uppermost town on the Tombigbee.

During the current year, the Alabama and Chattanooga road will be running to Tuscaloosa,

on the Black Warrior, crossing the Tombigbee at Jones' Bluff, thus completing our approaches to the latter river, and giving us five in all, viz: at Demopolis, Jones' Bluff, Gainesville, Columbus, Miss. and Aberdeen, and at the same time giving us the first rail connection with the Black Warrior.

The Selma, Meridian and Memphis road is being pressed by the indomitable energy of Gen. N. B. Forrest. Track laying has been commenced at Columbus, Miss., running southward, and will be extended a sufficient distance to secure an increased business at that point this Fall.

The Selma and Montgomery road will be completed in the next six months, enabling us to form an all-rail route from St. Louis to the capital of Alabama, while the New Orleans, Mobile and Chattanooga road will be finished in the same time to Mobile, thus connecting the two cities of the Gulf, and forming an all-rail route from St. Louis to New Orleans by way of your road. You can but be benefited by the new connections, and are fully justified in the expectation of increased earnings.

The citizens of Cairo, who have always regarded an extension of your road from Columbus, Ky. to that city as of great importance, have obtained a charter from the State of Kentucky to build a road from Cairo to some point on yours at or near Columbus, Ky., and are now actively engaged in raising the means therefor. The importance of this movement will be appreciated when it is remembered that this would complete an all-rail route to Chicago, the great city of the east Northwest. This done—our connection with the St. Louis and Iron Mountain road completed, as it will be within a few weeks—and your road becomes the route leading from both cities of the Gulf to the two great cities of the west.

During the past season, in common with all southern roads, your rolling stock was insufficient to meet the increased traffic. To remedy this as far as our ability would go, we have contracted for 200 freight cars and 10 locomotives. These will, from present prospects, be insufficient, and it is desirable to increase still more as fast as the means will permit.

The officers of the company, in all the departments, have labored earnestly and faithfully in furthering the interests of the company, and are entitled to your thanks.

The trains have been run with a regularity that has recommended your route to the favorable consideration of the public, while we have been spared from the painful accidents that have befallen other roads. No life of a passenger has been lost or a bone broken. The Floating Debt, which hung like a nightmare upon our prosperity, has been paid, and at no time since the termination of the late unhappy conflict have your affairs been in so favorable a condition. This prosperity is due in part to the generous indulgence of creditors and the considerate aid furnished us by the Banks of Mobile and Columbus, Miss., but, above all, to a kind Providence, who has guided and protected us through the darkest days of our administration.

The following extracts are from the report of the Chief Engineer and General Superintendent:

The reopening of Jackson, and the completion of the Macon Repair Shops has produced a very great improvement in the condition and performance of the Locomotives. They have run an average of 13 per cent. greater distance than in 1868; and although a much greater amount has been expended for repairs, steel tyres, &c., the cost per mile run has been the same, and there has been fewer accidents from the breaking down of engines and defects in machinery, except from broken axles. The accidents from broken axles, principally under tenders, may be ascribed to two causes—the granulating effect of the heavy, rigid rail when laminated, and the very bad quality of metal of which axles are frequently made. Manufacturers generally believe there is no method of testing the quality without breaking the axle, and when accidents occur, that they will be attributed

to the effects of granulation from vibration and impact; and that there is no means of tracing them to the bad metal of which they are made. For some time past all new axles have been ordered of sufficient length to take a fracture from each end, and one or two of each lot has also been broken in the centre. The result of these tests has been to return to the makers three-fourths of those ordered within the past year. In future orders, the names of the makers will be required on each one, and the proper credit or blame will be given in the annual reports. The person who manufactures a bad axle, on which the lives of so many passengers depend, whether it is done intentionally or from the want of a proper knowledge of making it, is as culpable as the person who places an obstruction on the track to throw off the trains.

During the year, 50 platform, 8 box cars and 1 sleeping car have been constructed at the Whistler, and 7 platform cars at Jackson repair shops. Trucks, on an entirely new and improved plan, have been put under some of the passenger, baggage and sleeping cars. The first constructed upon this plan was placed under the heaviest sleeping car, and it has run 15,000 miles without a bolt or nut working loose, without any repairs, and has had but one new brass put in. A freight car has also been constructed, which contains valuable improvements, which effectually prevents the brakes and swinging beams from falling on the track, and the bunters from pulling out or breaking. These plans have been adopted for all cars hereafter to be constructed. As some objections have been raised by connecting roads who wish to exchange freight cars as to the policy of this Company, which refuses to permit any but swinging beam cars to run on the Road, the following extract is made from the Annual Report of 1867:

"The Truck is one of the peculiar characteristics of American Railways, and, with few exceptions, it is not used in other countries. Its invention was the legitimate result of the imperfection of American tracks, and it was designed to permit the wheels to adapt themselves to the sinuosities of the track, while the line of traction would conform to the general direction of the rails. The importance of these principles is so well recognized that, without exception, all passenger cars are constructed practically 'centre bearing,' and the bodies suspended on the Trucks, allowing them to vibrate freely, and the wheels to follow the irregularities of the track.

Although these principles are so well recognized as indispensable to safety of passenger cars, they are not generally applied to freight cars, except upon Southern roads. Of the connecting roads who use the swinging centre trucks, are the New Orleans, Jackson and Great Northern, the Mississippi Central, Vicksburg and Meridian, Selma and Meridian, Illinois Central, and Louisville and Nashville. The experience of this Company during the war--when cars from almost every Southern road and of almost every pattern were used--justifies the refusal to permit rigid trucks to be run on the road, even if the plainest principles of mechanics and common sense did not demonstrate the greater safety of the Swinging Beam Truck. In this connection it is proper to say, that this Company is constructing 200 swinging beam cars, for the St. Louis business, which will be completed by the 1st of October, 1870.

In the thirteen previous Annual Reports I have made, a detailed statement of the wear and tear of each pattern and brand of rail has been given; but no opinion has been expressed as to the quality of the metal or the influence which form has had upon its durability. It is not generally known that the fish bar joint fastening was first used in this country, on this road in 1852; and 411 miles of the main track and 14 miles of branches were originally laid with fish bars, and the remaining 51 miles of main track with rails weighing from 57 to 62 pounds per yard, with cast and wrought iron chair-joint fastenings.

The fish bar rails in the main track weigh 68 lbs. per yard, and vary from four, to four and three-quarter inches in height, with an uniform width of four inches base; and the chair rail from 3 3/4 to four inches in height and width. There were 289 miles of track originally laid with the fish bar pattern of rail 4 3/4 inches depth of section, and the fish bar fastening used on it is the heaviest and strongest in the country. A part of it has been in use for 17 and none less than 9 years. A part of the chair rail has been in use 19 years, and none of it less than 19 years. Careful observation for 14 years of the different forms of rail and joint fastenings on this road has resulted in the following conclusions:

1st. That, while the fish bar fastening was a great improvement on any and every form of chair, it requires the rail to be of thin and deep sections, which causes it to laminate more rapidly than the Pear-headed Pattern.

2. That, as between the fish bar patterns of the same weight, but of different form and depth of sections, those approximating to the Pear-headed shape have, without regard to makers, been the most durable.

3d. That the 57 lb. rail, laid with the ordinary lip chair, has worn as well as the 68 lb. fish bar rail, 4 3/4 inches depth of section, with the best and strongest fish bar used in this country.

4th. That the deep, thin section is deficient in lateral strength, and its extreme vertical rigidity, when laminated, rapidly granulates axles and all iron parts of the rolling stock.

When first used, there was great difficulty in keeping the nuts on fish bar fastenings screwed up; but this has been partially overcome by "Star" and "Elastic" washers, and by the simple and more effective plan of starting the metal of the fish bar at the side of the nut, when properly screwed up. But with any of these plans the fish bar fails to meet the requirements of a good joint fastening, viz: to make the joint of equal strength with the solid rail.

As there is no material on, or in the vicinity of this road suitable for good ballast, the necessity for a good joint fastening is more important than on almost any other road in the country. No form of rail or drainage can compensate entirely for the want of good ballast; but with a good joint fastening and proper drainage, the track can be maintained in condition for a higher rate of speed than the population or production will justify for many years to come. With a view, therefore, of deciding upon the best form of joint fastenings, a series of carefully conducted experiments were made to determine the comparative strength of other fastenings, and with the solid rail, and with the best form of fish bar. The result was the adoption of the "Reeves Suspension Joint," as approximating nearer the strength of solid rail than any other, and one mile of it was laid with a 57 lb. pear-headed rail more than a year ago. The fastenings have not been touched since laid; they are still tight, and the track is as smooth as the 68 lb. fish bar rail adjoining it.

The form of rail has, therefore, been changed to 4 inches depth and width of section, and the weight reduced to 62 1/2 lbs. per yard.

The attention of the board has been called to the necessity of erecting a Rolling Mill for re-rolling rails at some point on the line of the road. The freight now paid for the transportation of old rails to and from the nearest rolling mills, would annually compensate for the interest on the investment--indeed, for 516 miles of road, a Rolling Mill of moderate capacity for re-rolling rails and scrap iron would be constantly employed, and is as essential as a Blacksmith Shop.

Much has been said and written as to the plans in use for repairing rails; and with the view of testing the value of "Baine's Reversible Rolling Mill," now considered the best in use, the Memphis and Charleston Railroad made a set of rolls to fit the 68 lb. fish bar rail, and repaired about 300 rails. Thirty of these repaired rails were laid in the track, and within a week afterwards five of them had broken at the places where they were repaired.

The financial condition of the company December 31, 1869, is exhibited in the annexed--

CONDENSED BALANCE SHEET.

Construction to April 22, 1861.....	\$18,294,979 21
Reconstruction and renewals from	
May, 1865, to December, 1867..	3,861,166 10
Interest account.....	3,797,721 79
Shop supplies on hand.....	62,521 44
Paducah Branch.....	102,894 08
Mississippi, Gainesville and Tuscaloosa Railroad bonds.....	30,000 00
Do., open account.....	25,808 85
Land Bureau.....	20,890 12
Emigration Bureau--expenses....	4,416 25
U. S. Revenue tax.....	49,851 12
New Landing on Mississippi river at Columbus.....	5,610 00
Uncurrent funds.....	1,599 93
Earnings not received by Treasurer in 1869.....	55,705 54
Cash balance.....	51,877 68
	<hr/>
	\$21,363,042 12
Capital stock--consolidated.....	\$3,690,700 00
Stock contributions unconsolidated	681,158 66
	<hr/>
Total.....	\$4,371,858 66
First mort. (\$9,115,040) viz:	
Income 8 per cent. bonds.....	38,600 00
First mort. sterling 6 and 8 per cent. bonds.....	5,470,000 00
Interest bonds, 10 years, 1st issue, 8 per cent.....	803,700 00
Interest bonds, 1883, 2d issue, 8 per cent.....	377,900 00
Interest bonds, 1883, sterling 6 p.c.	755,040 00
State of Tennessee bonds, 6 per cent.	1,281,000 00
State of Tennessee (funded inter't)	388,800 00
Second mort. (\$968,603 18) viz:	
Income bonds, 1867, 4th issue, 8 per cent.....	147,350 00
Income bonds, liquidation, 8 per cent.	821,253 18
Change bills, amount unclaimed..	866 85
Bills payable, maturing.....	175,828 07
Due for rolling stock, purchase of 1865-'66.....	12,615 52
Pay rolls and individual balances.	258,741 33
Old floating debt.....	55,891 11
Land Bureau--sales of land, including 229 First mort. sterling bonds cancelled.....	256,416 26
Profit and loss.....	5,377,422 82
Transportation department--net receipts 1869.....	759,758 31
	<hr/>
	\$21,363,042 11

President.—ABRAHAM MURDOCK.

Vice President.—CHARLES E. RUSHING.

Directors.—Abraham Murdock, Charles E. Rushing, A. S. Humphries, Mississippi; Thomas Brown, Kentucky; A. W. Campbell, Tennessee; Robert W. Smith, James Crawford, Francis B. Clark, John J. Walker, Peter Hamilton, James M. Muldon, W. D. Dunn, John Reid, Jr., Alabama.

Secretary and Treasurer.—A. L. WILLOUGHBY.

Engineer and Gen'l Sup't.—L. J. FLEMING.

The following gentlemen have been elected directors of the Chicago, Burlington and Quincy Railroad Company for the ensuing year: Erastus Corning, of Albany, John C. Green, of New York, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Booth, and John N. Denison, of Boston; James F. Joy, of Detroit and Chauncey S. Colton, of Galesburg, Ill.

The Railroad from Terre Haute, Ind., to Indianapolis and St. Louis was opened for travel and freight on the 10th inst. This makes two rival lines from St. Louis east, both passing through Terre Haute.

The Lease of the Philadelphia and Erie Railroad.

Instead of a meeting of merchants and citizens, as called at the office of the Clerk of Councils yesterday afternoon, to consider the proposed modification of the lease of the Philadelphia and Erie Railroad Company; the Committee on Law assembled, and in the presence of several railroad men, the City Directors of the Philadelphia and Erie Railroad Company and a number of citizens, proceeded to discuss the communication of the City Directors.

Mr. Francisus, Chairman of the Committee, was in the chair, and after the communication of the City Directors was read, he inquired what the City Directors had to say.

J. Alexander Simpson said, that all he had to say was, that the subject was before the committee for consideration. He had felt it his duty to submit the matter to Councils, and the Directors would be governed by the action of the city authorities. He had not seen a copy of the modified lease, but understood that Colonel Scott had a copy in the room.

Mr. Francisus—Will it involve a loss to the stockholders?

Mr. Simpson—I don't say it will. I leave the whole subject to you.

Col. Scott—Did not the Board adopt the report of the joint committee?

Mr. Simpson—They accepted the report. Mr. Gaskill is in favor of the modification; Mr. Wetham is opposed; so that the City Directors are not a unit on this subject. A year ago I was in favor of a modification of the rates on heavy freights, which the Company asserted could not be carried except at a loss.

Mr. Wetham—I don't know what the modification is, and of course cannot tell whether it is right or wrong.

Mr. Bardale—You have had no opportunity to ascertain what is proposed?

Mr. Wetham—I have none.

Mr. Shallcross—I should like to hear what the modifications are, in order to act intelligently.

Col. Scott now came forward and said that the main object of the modification was that the net earnings shall be given to the stockholders of the Erie Railroad Co. Freights that pay but five or ten per cent. we cannot afford to carry, and yet appropriate 30 per cent. to the Erie road, as under the original lease. Neither the Pennsylvania Railroad nor the Philadelphia and Erie Railroad derive any benefit from the old lease, but we think that if the freight of the Philadelphia and Erie Railroad could be carried as we do that of the Pennsylvania Railroad Co., it would be advantageous to both, and the stockholders would be gainers in the increased business expected in the future.

Mr. Shallcross—Have you the capacity on your road for the increased business you expect?

Colonel Scott—Oh yes, capacity for three times the amount of business we now have. But to develop the business of the Erie Railroad at five per cent., and pay 20 per cent., is what we cannot consent to do. I believe the present arrangement will in time build up a remunerative traffic. During the war we lost money, owing to the high prices for labor, materials, &c., and one year it reached \$170,000, and last year it was \$61,000. This year, I think, we will be about even, and we wish now to develop the region through which the Philadelphia and Erie Railroad passes, and this modification of the lease, we believe, will accomplish that object, and result in a benefit to the stockholders of the Philadelphia and Erie Railroad, and, of course, the city. All we ask is the working expenses of the line. We propose to furnish the equipment and money for the road at a cost not exceeding 7 per cent.

The stockholders of the Pennsylvania Railroad are a majority in the Erie road, and are deeply interested in the issue, and will do nothing to affect the prosperity of either. All we seek is to give to the Philadelphia and Erie Railroad the greatest facilities for the improvement of the

country through which the road passes, and we believe that within three or four years we can accomplish the work. But we cannot develop this large region by paying thirty per cent. I think it is the interest of the City of Philadelphia, the State of Pennsylvania and the interest of the stockholders to agree to this modification.

Mr. C. D'Invielliers opposed the modification, and recounted the history of the two roads, and argued that "a contract is a contract," and the Pennsylvania Railroad Company ought to be held to the terms of the original lease, as the modification would take money from the stockholders of the Philadelphia and Erie Railroad.

Col. Scott—We want every dollar to go to the stockholders.

Mr. Simpson suggested that it was important to make the Philadelphia and Erie Railroad a permanent improvement. It would be better to receive but one, two or three per cent. at first, and establish the road, rather than receive 6 per cent. one year and nothing the next.

Col. Scott repeated his statement, that the object was to develop the region of country over which the Erie road ran, and thus in a few years bring a revenue to the stockholders. They desired to manage this road the same way as the Pennsylvania Railroad is managed. "We want to go on and equip that road at a cost not exceeding seven per cent., which I say is one or two per cent. less than the company could do if it had the road in its hands to day."

Mr. Allen inquired if there would be any discrimination against the Philadelphia and Erie Railroad Company.

Colonel Scott replied that the two roads could not come into competition, as they entered different regions of country; but to avoid the possibility of this, there was a clause in the modified lease prohibiting the discrimination in any event.

The committee agreed upon a report in favor of the proposed modification, and directed the city directors to cast their votes in favor of the new lease.—*Phila. Ledger, July 8.*

Modifications of the Philadelphia and Erie Railroad Lease.

The principal modifications in the lease of the Philadelphia and Erie Railroad by the Pennsylvania Railroad, referred to at the meeting of the Finance Committee of Councils on the 7th inst., are contained in the subjoined articles extracted from the draft of the proposed new lease. This application of the gross receipts is in lieu of the thirty per cent. now paid to the Philadelphia and Erie road out of which it pays the interest on the company's bonds. In the following articles "the party of the first part" is the Philadelphia and Erie Company, and "party of the second part" is the Pennsylvania Company.

Third, That, in consideration of the premises, they, the party of the second part, shall at all times during the hereby demised term, be entitled to, and shall receive the annual gross receipts and revenues of the hereby demised railroad and premises, and the same are hereby appropriated, and shall be paid by the party of the second part, in the way and manner following, that is to say:

(1.) To the payment of the current annual cost of repairing and maintaining in good order the said railroad property and appurtenances hereby demised, and all the expenses of working, using, managing, maintaining, operating and running the same, (including a reasonable compensation, not exceeding 7 per cent. per annum for the capital actually invested in supplies, engines and cars required and employed, or reasonably necessary to be kept in hand for the efficient transaction of the business thereof,) premium for first insurance, and all taxes and assessments now or hereafter levied or assessed by the laws of the United States or of the State of Pennsylvania.

(2.) To the Treasurer of the party of the first part (in semi-annual payments) such sum as shall

be approved annually by the party of the second part, for defraying the cost of maintaining a proper and legal organization of the party of the first part, including office rents.

(3.) To the payment, from and out of the surplus of said gross receipts (remaining after the deductions aforesaid) of the interest on all the mortgage bonds of the party of the first part, and to the payment from and out of the said surplus of the sinking fund, under and in pursuance of the covenants in one of the said mortgages contained, as may be thereby lawfully required.

(4.) To pay whatever surplus may remain of the said balance after payment of interest, as aforesaid, to the Treasurer of the party of the first part, in semi-annual payments, subject, nevertheless, to the reservation from and out of each such semi-annual payment of all such sums, if any, as shall for any cause have been loaned, advanced or paid by the party of the second part.

(5.) In the event, however, that the said surplus of gross receipts shall prove insufficient to meet all the payments aforesaid, then the party of the second part, after the payments for repairing, maintaining and operating the demised premises, including the same reasonable compensation for capital, premiums and taxes specified, and maintaining the organization of the party of the first part aforesaid, shall and will pay the whole residue thereof for or on account of the interest upon the bonds secured by the said mortgages respectively, according to their several and respective rights and priorities, either in full or rateably, as the case may be.

(6.) That nothing herein contained shall be construed as imposing, or shall be construed to impose, any obligation on the party of the second part to pay, or become liable to pay, in consequence of any deficiency of said gross receipts, for all or any, or either of the purposes to which it is agreed said surplus of gross receipts shall be paid, applied and appropriated as aforesaid.

Atlanta and Richmond Air-Line Railway.

The meeting of the stockholders of the Georgia air-line railroad and the air-line railroad in South Carolina, on the 28th of June in Atlanta, Ga., again calls to mind the great line which is now being constructed between Charlotte, N. C., and Atlanta, Ga., a distance of two hundred and twenty-five miles. At this meeting the two companies were consolidated under the name of the Atlanta and Richmond Air-Line Railway Company. The management will consist of a President and 12 directors. In the election which took place for officers of the consolidated line Col. A. S. Buford, the President of the Richmond and Danville and Richmond and York River railroads, and who for three years past has been in charge of this line (having organized the enterprise), was elected President by acclamation; Gen. A. Austell, of Atlanta, first Vice President, and R. Y. McAden, Esq., of Charlotte, N. C., second Vice President. It has been determined to prosecute the work vigorously from both termini, viz., Atlanta and Charlotte.

Between six and eight hundred hands are now and have been for months past engaged on the Georgia portion of the work, and a much larger force is being organized for the work in North and South Carolina. The clouds which hovered over this important work have been dissipated, a contract having been made with an experienced and energetic contractor of New York, Mr. P. P. Dickinson, to complete the whole line from Charlotte to Atlanta in two years.

The President, in his address to the stockholders of the consolidated company, said that he expected during the year 1872 to run a train without change from the waters of Chesapeake bay to Atlanta, Montgomery, Mobile and New Orleans. The greatest enthusiasm is manifested in all the counties of Georgia and South Carolina through which the air-line is expected to pass, and all are subscribing liberally to the work. The line is to run from Charlotte north of Yorkville, via Spartanburg and Greenville, S. C., Gainesville, Ga., &c., to Atlanta, two hundred and twenty-five

miles. The road is now in operation from Atlanta eastward in Georgia twenty miles, and thirty-three miles more in that State are under construction, which it is expected will be completed by January, 1871.

B. Y. Sage, Esq., the chief engineer of the air-line, is now in Charlotte, N. C., making his arrangements for a vigorous prosecution of the work; and as all the capital required is now ready, it is a foregone conclusion that the road will be built in the time specified.

The importance of this great road cannot be set forth in the space we can devote to it. Immediately on its completion the immense travel between New York and New Orleans will fall into this channel, as it will be the shortest and most expeditious route between Richmond, Baltimore, Philadelphia, New York, Boston, and Charlotte, Atlanta, Mobile, Montgomery, &c. It passes through a magnificent country; healthy and well watered, rich in mineral productions, and with some of the most lovely scenery on this continent. The Richmond and Danville road, in connection with the air-line, is destined to be the great thoroughfare between the North and South.

—*Richmond Dispatch.*

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of June, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869...	78,700	4,106,400	1,403,100	11,800
1870...	87,100	4,503,500	457,500	82,400
Inc..	8,400	397,100	*945,600	70,600

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 87,820 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	90,600	78,700	87,100
Wheat, bushels...	4,339,000	4,106,400	4,503,500
Corn, bushels...	4,919,000	1,403,100	457,500
Barley, bushels...	326,400	11,800	82,400
Oats, bushels...	3,211,800	980,400	659,600
Rye, bushels...	159,400	182,100	236,900
Malt, bushels...	150,900	87,400	154,700
Feed, lbs. ....	.....	1,285,600	3,477,400

At the Annual meeting of the Belfast and Moosehead Lake Railroad Co., at Belfast, Me., on the 6th of July, a board of directors was elected with Axel Hayford as President, W. T. Colburn, Treasurer, and John H. Quimby, Clerk. There is no doubt of the completion of the road in November. The grading is nearly finished, all the iron has been delivered, and ten miles of the track are already laid.

The locating survey of the Shepaug Valley (Conn.) Railroad is progressing and will be completed in a short time. The route proves more favorable than the most sanguine friends of the road anticipated.

The preliminary survey of the Berlin, Weyauwega and Lake Superior Railroad Line has been completed from Berlin to Weyauwega. The distance is about 24 miles.

The charter of the Woonasquatucket (R. I.) Railroad has been renewed by the legislature.

The Public Debt Statement.

The following is a recapitulation of the public debt statement June 30, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds.....	\$221,589,300 00
Six per cent. bonds.....	1,886,361,400 00
Total.....	\$2,107,950,700 00
Accrued interest.....	49,647,032 38
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	\$45,545,000 00
Navy Pension fund 3 per cent..	14,000,000 00
Total.....	\$59,545,000 00
Interest	487,993 57
Debt on which interest has ceased since maturity.....	\$3,647,367 35
Interest	\$472,560 57
DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	\$356,106,256 00
Fractional currency	39,878,684 48
Gold certificates of deposit	34,547,120 00
Total.....	\$430,532,060 48
Total amount outstanding.....	\$2,601,675,127 83
Total interest.....	50,607,556 52

Total debt, principal and interest, to date, including interest due and unpaid

	\$2,652,282,684 35
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AMOUNT IN TREASURY.	
Coin	\$112,776,048 88
Currency	28,945,067 19
Sinking fund in United States coin interest bonds, and accrued interest thereon	37,665,191 63
Other United States coin interest bonds purchased, and accrued interest thereon.....	86,537,776 91
Total.....	\$265,924,084 61

Debt less amount in Treasury..	\$2,386,358,599 74
Debt less amount in Treasury June 1, 1870.	2,406,562,371 78

Decrease of debt during the past month	\$20,203,772 04
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Decrease of debt since March 1st, 1869.....	\$139,104,660 27
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Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific.....	\$27,075,000	\$812,250 00
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	189,090 00
Sioux City and Pacific..	1,628,320	48,849 60
Central Pacific.....	25,881,000	770,605 78
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	48,000 00
Western Pacific.....	1,970,000	57,966 40
Totals	\$64,457,320	\$1,926,761 78

Interest paid by United States.	\$6,879,832 51
Interest repaid by transportation of mails, etc.	2,145,788 16
Balance of interest paid by United States.....	4,734,044 85

The Chesapeake and Ohio Railroad Company have purchased from the State of Virginia to Blue Ridge Tunnel on that road, paying therefor \$600,000 in bonds of the State.

Engineers are making the permanent location of the railroad from Duxbury, in Plymouth Co., Mass., to Cohasset in Norfolk Co.

Minnesota and Kansas.

The Lawrence (Kansas) *Republican* has the following with reference to the development of that State and Minnesota:

In 1850 there were but 19,000 acres under cultivation in the whole State of Minnesota; in 1869 there were 1,690,000. Most of this increase has been made since 1857. Minnesota is now the leading wheat producing State of the union. In 1859 she produced 2,374,415 bushels of wheat; in 1869 she produced 18,500,000 bushels, or upwards of 40 bushels to each inhabitant. The total value of her farm products for 1869 were \$38,951,703 50. In January last there were 750 miles of completed railway in the State. Kansas at that time had upward of 800 miles, and now has over 1,000 miles completed, as follows:

The Kansas Pacific.....	421
The Kansas Pacific (Leavenworth branch)....	33
Missouri, Kansas and Texas.....	182
Union Pacific (Central branch)	100
Leavenworth, Lawrence and Galveston	52
Olathe branch	12
Missouri River, Fort Scott and Gulf.	162
Atchison, Topeka and Santa Fe.....	20
Leavenworth, Atchison and Northwestern....	27
Missouri River road	23
St. Joseph and Denver.....	35

1,067

Of course these figures will only answer for a few days. They require frequent changing where we have a half dozen roads laying down iron at the rate of from one to five miles per day.

Chesapeake and Ohio Canal.

Within the month of June there were cleared from the port of Cumberland 838 boats laden with coal, carrying an aggregate of 91,564.04 tons. Of this, 90,202.09 tons went through; 1,015.04 tons to Antietam Iron Works, 193.17 to Hancock, and 152.14 to Shepherdstown. There are now 400 boats, generally well stocked and equipped, engaged in the transportation business, largely increased wharf and loading arrangements, and the Canal throughout the month has been in first-rate boating condition. With these facilities twenty-five per cent. more coal could have been readily moved forward, had the state of the market warranted the companies in increasing their shipments to that extent. The shipments for the month, by companies and individuals, were as follows:

American Company.....	19,265.00
Borden Company	11,965.18
Consolidation Company.....	18,443.08
George's Creek Company.....	3,085.18
Hampshire Company.....	2,885.08
Maryland Company	26,323.07
Individuals and firms.....	9,595.10

91,564.04

The coal shipments for the season, compared with last year are as follows:

	1869.	1870.
March	3,080.00	2,834.14
April	77,882.10	76,200.19
May	84,110.07	98,675.18
June	90,636.08	91,564.04
	255,209.05	269,275.15
Increase		14,066.10

At the recent annual meeting of the Winchester and Strasburg Railroad Company, Mr. John King, Jr., was re-elected president, and Messrs. Johns Hopkins, Thomas Whitridge and Hugh Sisson, of Baltimore, Joseph H. Sherrard, of Winchester, and George A. Hupp, of Strasburg, directors.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69	Hartford and New Haven...100	3,000,000	J.A.J.&O	July '70	Portl. Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '70
American Central...100	800,000	J. & J.	Jan. '70	Hannibal and St. Joseph...100	3,000,000	F. & A.	Aug. '70	Providence & Worcester...100	1,800,000	J. & J.	July '70
Atlanta and West Point...100	1,282,200	J. & J.	Jan. '70	Do. do. pref. 100	5,233,530	M. & N.	May '70	Raleigh and Gaston...100	3,000,000	A. & O.	Apr. '70
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa. 50	116,850			Rensselaer and Saratoga...100	3,000,000		
Atlantic & Gt. Western...100	25,878,923			Housatonic...100	820,000	J. & J.	July '70	Richmond and Danville...100	2,000,000		
Atlantic & St. Lawrence...100	1,919,900	M. & S.	Mar. '70	Huntingdon & B'd Top. 50	494,330	J. & J.	July '70	Richmond and Petersburg...100	847,100		
Augusta and Savannah...100	783,700	J. & J.	Jan. '70	Illinois Central...100	190,760	J. & J.	Jan. '70	Rich. Fred. and Potomac...100	1,041,800		
Baltimore and Ohio...100	16,181,922	A. & O.	Apr. '70	Indianapolis, Cin. & Lafayette...100	25,278,710	F. & A.	Aug. '70	Rockport...100	88,460		
Do. Washington Br. 100	1,850,000	A. & O.	Apr. '70	Jefferson, Mad. & Ind. 100	6,185,897	M. & S.	Sep. '70	Rome, Watert. and Ogdensburg...100	2,400,000	J. & J.	July '70
Baltimore City Passenger...100	670,000	F. & A.	Feb. '70	Joliet and Chicago...100	2,000,000	J. & J.	Jan. '70	Rutland preferred...100	578,050	F. & A.	Feb. '70
Bay de Noquet & Marq. 100	1,260,000	A. & O.	Apr. '68	Joliet & North. Indiana...100	1,600,000	J.A.J.&O	Jan. '70	St. L. Alt. and T. Haute...100	2,300,000		
Belvidere Delaware...100	996,260			Lake Shore & Mich. So. 100	300,000	F. & A.	Aug. '70	St. L. Jack'nv. and Chic'o...100	1,469,429		
Berkshire...100	600,000	J.A.J.&O	July '70	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '70	Sandusky and Cincinnati...100	2,089,000		
Blossburg & Corning...100	250,000	J. & D.	Dec. '69	Leeds and Farmington...100	533,500	F. & A.	Aug. '70	Sandusky and Cincinnati...100	445,586	M. & N.	Nov. '69
Boston and Albany...100	18,725,100	J. & J.	July '70	Lehigh and Mahanoy...100	1,825,000			Sand. Mansf. and Newark...100	901,241		
Boston and Chelsea...100	110,000	A. & O.	Apr. '70	Lehigh and Mahanoy...100	2,188,566	J. & J.	Jan. '70	Savannah and Charleston...100	1,000,000		
Boston, Concord & Mont. 100	489,400			Lehigh Valley...100	6,739,800	M. & N.	May '70	Schuylkill and Susquehanna...100	1,299,150		
Do. do. pref. 100	1,340,400	M. & N.	May '70	Lehigh Valley...100	10,731,400	J.A.J.&O	Jul. '70	Second and Third St. (Ph.) 50	238,767	J. & J.	July '70
Boston and Lowell...100	1,851,500	J. & J.	July '70	Lehigh Luzerne...100	844,650	J. & J.	Jan. '70	Schuylkill Valley...100	578,050	J. & J.	Jan. '70
Boston and Maine...100	4,076,974	J. & J.	July '70	Little Miami...100	3,572,400	J. & D.	Jun. '70	Seaboard and Roanoke...100	868,200		
Boston and Providence...100	3,860,000	J. & J.	July '70	Little Schuylkill...100	2,616,100	J. & J.	Jan. '70	Second Avenue (N. Y.)...100	670,000		
Broadway (South Boston) 100	400,000	J.A.J.&O	July '70	Lomb. and South St. (Ph.) 25	90,070			17th & 19th streets (Ph.)...100	130,000		
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	June '70	Louis Island...100	8,000,000	F.M.A.N.	Aug. '68	Shamokin V. and Pottav. 50	869,450	F. & A.	Feb. '70
Brooklyn City...100	1,000,000	F.M.A.N.	Nov. '69	Louisville and Nashville...100	1,021,736	J. & J.	Jul. '69	Shore Line...100	686,200	J. & J.	Jan. '70
Brooklyn City & Newt'n...100	399,800			Louisville and Nashville...100	848,316	F. & A.	Jan. '70	Sixth Avenue (N. Y.)...100	750,000		
Buffalo, Bradford & Pitta. 100	1,100,000	M. & N.	Nov. '69	Lowell and Lawrence...100	2,800,000	J. & J.	Jan. '70	Somerville...100	75,000	M. & N.	May '70
Buff. New York & Erie...100	980,000	F. & A.	Aug. '69	Lowell Horse...100	200,000	A. & O.	Apr. '70	South Carolina...100	5,819,275		
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '69	Macon and Western...100	2,000,000	J. & J.	Jan. '70	South Shore...100	259,685		
Cambridge Horse (Boston) 100	717,800	A. & O.	Apr. '70	Mahanoy & B'd Mount n 50	1,676,915	J. & J.	Jul. '70	South Western, Georgia...100	3,939,900	F. & A.	Feb. '70
Camden and Amboy...100	5,000,000	F. & A.	Aug. '70	Maine Central...100	1,611,510	J. & J.	Jan. '70	Staten Island...100	660,000	J. & J.	Jan. '70
Camden and Atlantic pref. 50	600,000			Manchester & Lawrence...100	1,000,000	M. & N.	May '70	Stony Brook...100	267,300	M. & N.	May '70
Camden & Burlington Co. 100	831,000	J. & J.	July '69	Marietta & Cincinnati...100	3,029,778			Steuersville and Indiana...100	1,983,141		
Cape Cod...100	721,928	J. & J.	July '70	" " 1st pref. 50	8,130,719	M. & S.	Sep. '68	Stockbridge & Pittsfield...100	400,000		
Cape May and Millville 50	447,000	J. & D.	June '70	" " 2d pref. 50	4,460,368	M. & S.	Sep. '68	Summit Branch...100	250,000	F. & A.	Feb. '70
Catawissa...100	1,180,000	M. & N.	May '70	Memphis and Charleston...100	5,312,725	J. & J.	June '69	Syr. Bingham. and N. Y. 100	1,314,130		
Catawissa pref. 50	2,200,000	J. & J.	July '70	Memphis and Ohio...100	670,000			Taunton Branch...100	280,000	J. & D.	Jun. '70
Cayuga & Susquehanna...100	892,110	M. & N.	May '69	Metropolitan (Boston)...100	1,260,000	J. & J.	July '70	Tennessee and Alabama...100	598,922		
Cedar Rapids & Mo. pref. 100	785,000	J. & J.	Jan. '70	Michigan Central...100	11,197,348	J. & J.	July '70	Terre Haute and Indiana...100	1,983,160	J. & J.	July '70
Central of Georgia...100	4,686,900	J. & J.	July '70	Middlesex (Boston)...100	400,000	A. & O.	Apr. '70	Third Avenue (N. Y.)...100	1,983,160		
Central of New Jersey...100	15,000,000	J. & D.	June '70	Mill Creek and Mineh. 1 50	323,375	J. & J.	Jan. '70	Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	July '70
Central Ohio...100	2,000,000	J. & D.	June '70	Millville and Glassboro' 100	405,020	F. & A.	Feb. '70	Tol. Peoria and Warsaw...100	2,700,000		
Do. pref. 100	400,000			Milw. & Prairie du Chien...100	7,665,104			" " (E. D.) pref. 100	1,700,000	January, 1870	11.4s
Gen. Park, N. & E. River...100	970,000	J. & J.	July '70	Milw. & St. Paul...100	9,744,268	F. & A.	Feb. '70	" " (W. D.) pref. 100	1,300,000		
Chemung...100	380,000	J.A.J.&O	Jan. '70	M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '70	Tol. Wabash and West...100	11,700,000		
Cheshire, preferred...100	2,017,825	M. & S.	Mar. '70	Mobile and Ohio...100	3,762,400	J. & D.	Dec. '67	" " pref. 100	1,000,000	M. & N.	May '70
Chicago and Alton...100	5,141,400	M. & S.	Mar. '70	Montgomery & W. Point...100	1,644,101	J. & D.	Dec. '67	Troy and Boston...100	607,111	J. & D.	Jun. '67
Chicago and Burlington...100	2,428,400	M. & S.	Mar. '70	Morris and Essex...100	7,890,100	J. & J.	Jan. '70	Troy and Greenbush...100	274,400		
Chicago, Burl. & Quincy...100	13,825,025	M. & S.	Mar. '70	Nashua and Lowell...100	720,000	M. & N.	May '70	Union Transport'n (Bos.) 100	200,000		
Chicago, Iowa & Nebras. 100	2,000,000	J. & J.	July '70	Nashville & Chattanooga...100	2,066,544	F. & A.	Feb. '70	Union (Phila.)...100	291,475	J. & J.	July '70
Chicago and Milwaukee...100	2,227,000	J. & D.	Dec. '69	Naugatuck...100	1,436,600	J. & J.	Jan. '70	Utica and Black River...100	834,400	J. & J.	Jan. '70
Chicago & N. Western...100	14,590,162	A. & O.	Apr. '70	New Bedford & Taunton...100	500,000	J. & J.	July '70	Vermont and Canada...100	2,600,000	J. & D.	June '70
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apr. '70	New Haven & N. London...100	788,538	J. & J.	Jan. '68	Vermont Central...100	5,000,000		
Cin. Ham. & Dayton...100	3,500,000	J. & J.	July '70	N. Haven & Northampton...100	1,344,000	F. & A.	Aug. '70	Vermont and Massachusetts...100	2,800,000	J. & J.	July '70
Cincinnati City Passenger...100	3,500,000	J. & J.	Jan. '70	New Jersey...100	6,250,000			Vicksburg and Meridian...100	357,408		
Cin. Sand. & Cleve. pref. 50	392,073	M. & N.	Nov. '69	New London Northern...100	895,000			Virginia Central...100	3,355,678		
Citizens' Passenger (Phila.) 50	192,760	F. & A.	Aug. '70	N. Y. Central & Hudson R. 100	45,000,000	A. & O.	Apr. '70	Virginia and Tennessee...100	3,606,300		
Clev. Col. Cin. & Ind. 100	10,480,000	F. & A.	Aug. '70	" " Certificates 100	21,491,450	A. & O.	Apr. '70	Western Union...100	2,707,693		
Cleveland & Mahoning...100	2,056,400	M. & N.	May '70	" " old int. cer. 100	22,829,000	J. & J.	July '70	West Jersey...100	1,209,000	F. & A.	Feb. '70
Cleveland and Pittsburgh...100	5,958,775	J.A.J.&O	Apr. '70	New York and Harlem...100	5,000,000	J. & J.	July '70	West Philadelphia...100	249,100	J. & J.	July '70
Cleveland and Toledo...100	5,000,000	F. & A.	Feb. '70	" " pref. 50	1,500,000	J. & J.	July '70	Wilm. and Weldon...100	1,468,778		
Col. Chi. & Indiana Cen. 100	10,460,900	J. & D.	June '70	New York & New Haven...100	9,000,000	J. & J.	July '70	Winchester and Potomac...100	1,647,650	J. & J.	Jan. '70
Columbus and Xenia...100	1,785,200	M. & N.	May '70	N. Y. Provid. & Boston...100	2,000,000	J. & J.	July '70	Warren...100	1,647,650		
Concord...100	1,500,000	J. & J.	July '70	Nieg. Bridge & Canada...100	1,000,000	J. & J.	Jan. '70	Worcester and Nashua...100	1,622,500	J. & J.	Jul. '70
Concord & Ports. guar. 100	350,000			Ninth Avenue...100	107,400	J. & J.	Jan. '70				
Coney Island & Brooklyn 100	600,000	F. & A.	Feb. '70	Norfolk & Petersburg guar. 100	137,500	J. & J.	Jan. '70	CANALS.			
Conn. & Passumps. Rivers 100	139,000	J. & J.	July '70	North Carolina...100	4,000,000	A. & J.	July '70	Chesapeake and Delaware 50	1,818,968	J. & D.	June '70
Do. do. pref. 100	1,822,100	F. & A.	Feb. '70	Northern Central...100	5,000,000	M. & N.	May '70	Chesapeake and Ohio 25	8,228,595		
Connecticut River...100	1,700,000	J. & J.	July '70	North Eastern (S. C.) pref. 100	155,000			Delaware Division...100	1,633,350	F. & A.	Feb. '70
Cumberland Valley...100	1,316,900	A. & O.	Apr. '70	Northern of N. Hampsh. 100	3,068,400	J. & D.	June '70	Delaware and Hudson...100	10,000,000	F. & A.	Aug. '70
Danbury and Newr. 100	400,000	J. & J.	Jan. '70	North Pennsylvania...100	3,150,150	J. & D.	Jan. '70	Delaware and Raritan...100	2,521,800	F. & A.	Aug. '70
Dayton and Michigan...100	2,390,645	J. & J.	Jan. '70	Norwich & Worcester...100	2,363,600	J. & J.	Jan. '70	Erie of Pennsylvania...100	64,000		
Delaware...100	694,280	J. & J.	Jan. '70	Ogdensb. & L. Champl'n...100	1,994,900	A. & O.	Apr. '70	Erie of Navigation...100	8,739,800	M. & N.	May '70
Del. Lackaw. & Western...100	13,886,020	J. & J.	July '70	Ohio and Mississippi...100	20,000,000	J. & D.	Jun. '70	Monongahela Navigation...100	728,100	J. & J.	Jan. '69
Des Moines Valley...100	1,820,200			Oil Creek & Allegheny R. 50	4,259,000	J.A.J.&O	July '70	Morris (consolidated)...100	1,025,000	F. & A.	Feb. '70
Detroit & Milwaukee...100	452,350			Old Colony & Newport...100	4,848,320	J. & J.	July '70	" (preferred)...100	1,175,000	F. & A.	Feb. '70
Do. do. pref. 100	2,005,000			Orange and Newark...100	281,550	F. & A.	Aug. '69	Pennsylvania...100	4,300,000		
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	May '70	Oswego and Syracuse...100	482,400			Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '70
Dubuque and Sioux City...100	1,973,641	J. & J.	July '70	Pacific of Missouri...100	3,614,511	J. & J.	Jan. '70	Susq. and Tide Water...100	2,888,805	F. & A.	Feb. '70
Do. do. pref. 100	1,987,351	J. & J.	Jan. '70	Panama...100	7,000,000	J. & J.	Jan. '70	Union...100	2,907,850		
East Mahanoy...100	392,550	J. & J.	Jan. '70	Paterson and Ramapo...100	248,500	J. & J.	July '70	" preferred...100	50		
Eastern (Mass.)...100	3,883,300	J. & J.	Jan. '70	Paterson and Hudson River 100	630,000	M. & N.	May '70	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65
Eastern (N. H.)...100	492,500	J. & J.	Jan. '70	Pennsylvania...100	21,045,750			Wyoming Valley...100	800,000	irregular	Oct. '67
East Pennsylvania...100	654,600			Peoria & Bureau Valley...100	1,200,000						
East Tenn. and Georgia...100	1,290,067			Philadelphia and Erie...100	6,004,200	J. & J.	Jan. '70	MISCELLANEOUS.			
East Tenn. and Virginia...100	1,902,000			" " pref. 50	2,400,000	J. & J.	Jan. '70	Pacific Mail Steamsh. p. 100	20,000,000	MJS&D.	Sept. '69
Eighth Avenue (N. Y.)...100	1,000,000	J.A.J.&O	Jan. '68	Phil. Germant'n & Nor't'n 50	1,581,800	J. & J.	Jan. '70	West'n Union Telegraph...100	41,063,000	J. & J.	Jan. '70
Elm. Jeffers & Canand...100	600,000	F. & A.	Feb. '70	Phila. and Trenton...100	1,259,120	F. & A.	Aug. '70	American Coal...100	1,500,000	M. & S.	Mar. '69
Elmira & Williamsport...100	600,000	M. & N.	Nov. '69	Phila. Wil. & Balt. 100							

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1897.....	38,169	51,831	60,029	91,150	96,528	121,702	174,812	181,297	200,550	212,109	128,106	75,871	1,421,525
1898.....	64,463	86,937	81,396	96,451	106,835	164,729	250,590	251,832	282,770	291,422	296,582	342,743	2,500,787
1899.....	212,004	218,982	391,308	485,048	568,270	556,080	532,657	511,864	609,788	579,642	535,396	410,000	5,611,590
1870.....	331,568	313,325	383,799	521,036	761,285	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1893.....	109,850	101,335	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1894.....	100,991	154,418	195,803	162,723	175,786	206,090	224,257	312,165	354,564	320,870	307,808	252,615	2,770,484
1895.....	280,503	275,283	298,063	258,480	322,278	355,270	335,985	409,251	401,280	387,956	307,919	236,524	3,840,092
1896.....	226,163	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	306,225	325,030	271,247	3,096,153
1897.....	243,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,568
1898.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,748	409,530	361,701	4,603,648
1899.....	343,182	304,823	393,648	331,149	345,556	391,685	353,736	501,667	501,250	463,109	403,691	348,995	4,632,505
1870.....	298,978	323,826	344,366	334,653	396,044	411,936	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1893.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,367
1894.....	158,735	175,482	243,150	185,013	198,679	243,173	224,980	307,874	375,880	324,865	336,617	321,037	3,096,470
1895.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,251	389,489	307,523	270,073	201,779	3,313,514
1896.....	241,395	183,385	257,230	209,099	277,506	306,993	238,926	317,977	400,941	428,474	346,028	280,268	3,466,922
1897.....	292,047	224,621	272,454	268,369	297,625	270,681	297,513	444,024	506,403	599,540	442,275	377,063	4,368,614
1898.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	561,209	424,589	433,485	4,797,464
1899.....	333,319	308,208	398,740	388,336	449,132	523,541	455,607	632,652	736,555	584,166	479,236	393,468	5,684,109
1870.....	401,275	449,655	509,393	443,300	507,900	523,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1893.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,673	563,400	6,114,566
1894.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	707,508	946,707	932,683	754,671	647,842	7,976,400
1895.....	523,596	398,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1896.....	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,657	1,211,530	879,900	11,632,737
1897.....	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1898.....	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1899.....	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	1,142,196	13,384,471
1870.....	731,283	755,404	872,115	930,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1893.....	242,205	236,160	242,500	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1894.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,966
1870.....	201,500	218,000	244,161	245,045	270,169	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1892.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,446,827
1893.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,079	424,581	4,571,028
1894.....	327,900	414,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1895.....	511,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208
1896.....	603,053	505,206	505,465	411,605	569,250	567,679	480,626	678,263	671,348	661,971	588,219	504,066	6,546,741
1897.....	647,120	524,871	417,071	440,271	477,027	516,493	625,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1898.....	587,443	536,165	444,443	518,500	572,551	626,249	549,714	794,325	889,967	931,630	685,401	681,041	7,817,639
1899.....	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,432
1870.....	654,587	663,391	644,374	597,571	695,253	759,215	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1896.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1897.....	94,136	78,976	92,910	92,768	90,526	95,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1898.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	128,556	121,519	126,065	119,169	121,408	1,294,096
1899.....	98,517	91,666	103,558	109,528	111,033	118,648	114,496	129,388	140,473	132,809	131,019	129,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1894.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,034	411,806	4,120,162
1895.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,790	496,072	351,799	4,826,727
1896.....	312,846	277,234	412,715	413,970	418,024	384,684	338,558	384,401	429,177	496,655	420,546	352,218	4,650,328
1897.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,024	4,663,808
1898.....	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	434,886	486,399	437,503	4,961,158
1899.....	1,006,998*	880,693*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870.....	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1892.....	230,159	159,653	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	255,634	2,650,702
1893.....	242,073	245,558	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,006
1894.....	252,435	278,848	348,802	338,276	271,553	265,780	235,244	346,781	408,445	410,802	406,510	370,470	3,970,946
1895.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,070	328,870	4,520,550
1896.....	282,439	265,796	337,158	343,737	365,196	335,083	324,996	359,646	429,161	493,640	414,604	308,669	4,260,116
1897.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,954	330,373	4,371,073
1898.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,609,251
1899.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	363,569	473,546	490,772	449,719	374,642	4,744,164
1870.....	337,992	329,128	380,430	412,030	405,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1897.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,693
1898.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	566,917	468,890	6,517,640
1899.....	454,690	330,400	420,951	480,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,563	7,250,689
1870.....	396,171	382,823	377,000	443,132	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1899.....	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870.....	213,101	196,207	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1894.....	210,329	290,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1895.....	259,223	239,139	313,914	271,527	290,916	304							

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.						* Indicates that no interest is paid.						
National Securities July 1, 1870.						Massachusetts—Western R. R. Loan, sterling						
	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	
Loan of June 14, 1858.....registered	\$20,000,000	5	Jan. & July.	1874	107	..	3,578,696	5	April & Oct.	'69-'88	....
.. coupon		5	"	1874	107	..	3,568,580	5	"	"	'88-'90
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	107	..	1,166,500	5	"	"	'90-'94	97
.. coupon		5	"	1871	107	..	200,000	5	Jan. & July.	'69-'71	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,733,100	6	"	1881	114	..	400,000	6	"	"	1877	106
and March 3, 1863.....coupon		6	"	1881	114	..	290,400	6	"	"	1900
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	114	..	171,000	5	Various	1870	....
.. coupon		6	"	1881	114	..	117,000	5	"	1872	....
Loan of Feb. 25, 1862 (5-20s).....registered	614,771,600	6	July.	1881	111	..	125,000	5	April & Oct.	1873	....
.. coupon		6	May & Nov.	1882	111	..	244,000	5	Various	1874	103	
Loan of March 3, 1864 (5-20s).....registered	3,882,500	6	"	1882	110	..	162,000	6	June & Dec.	'70-'72	111	
.. coupon		6	"	1884	111	..	50,000	6	"	1877	105	
Loan of June 30, 1864 (5-20s).....coupon	125,561,300	6	"	1884	110	..	200,000	6	Jan. & July.	1871	118	
.. coupon		6	"	1884	111	..	650,000	6	"	'72-'73	109	
Loan of March 3, 1865 (5-20s).....registered	203,327,250	6	"	1884	110	..	720,000	6	"	'74-'75	107	
.. coupon		6	"	1885	110	..	1,430,000	6	"	1870	108	
.. .. 2d series (5-20s).....registered	332,998,950	6	Jan. & July.	1885	109	..	600,000	5	"	'77-'78	98	
.. .. 3d series (5-20s).....coupon		6	"	1886	110	..	220,000	5	May & Nov.	1880	....
.. .. 4th series (5-20s).....coupon	379,602,350	6	"	1886	109	..	200,000	5	Jan. & July.	1883	98	
.. coupon		6	"	1887	110	..	4,000,744	5	May & Nov.	1894	....
.. coupon		6	"	1887	109	..	4,379,500	5	"	1894	97	
.. coupon		6	"	1888	111	..	888,000	5	Jan. & July.	1883	96	
.. coupon		6	"	1888	109	..	3,505,000	6	Mar. & Sept.	1886	100	
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904	108	..	919,324	6	Var.	3 yrs.	....
.. coupon		5	"	1904	108	..	86,000	6	Jan. & July.	1879	....
Pacific R. R. Bonds.....(currency)	64,457,320	5	Jan. & July.	'95-'99	114	..	200,000	6	"	1878	96	
Certificates of Mar. 2, 1867, and July 25, 1868..	45,454,000	3	"	Dem.	....	..	1,728,000	6	"	'73-'83	93
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	Dem.	....	..	896,000	7	"	1886	....
Loans of 1842, 1847 and 1848.....	62,050	5	"	Due.	....	..	463,000	7	May & Nov.	1890	101
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	"	Due.	....	..	2,275,000	7	Jan. & July.	1883	....
Treasury Notes prior to 1857.....	89,625	6	"	Due.	....	..	7,000,000	6	Jan. & July.	'41-'71	91
Treasury Notes of 1857, '61 and '63.....	253,472	var	"	Due.	....	..	453,000	6	Jan. & July.	'62-'90	93
Treasury Notes (7-30s).....	691,000	7.3	"	Due.	....	..	2,830,000	6	"	1887	....
Certificates of Indebtedness.....	5,000	6	"	Due.	....	..	13,734,000	6	"	'82-'90	91
Compound Interest Notes of 1863 and 1864....	2,152,910	var	"	Due.	....	..	1,589,000	7	"	'81-'87	....
Temporary Loan of June 30, 1864.....	181,310	var	"	Due.	....	..	3,000,000	6	"	'81-'85	92
U. S. Notes (greenbacks).....	356,106,256	var	"	Dem.	....	..	1,089,800	6	Jan. & July.	'69-'75	97
Fractional Currency.....	39,878,684	"	"	"	....	..	600,000	6	Mar. & Sept.	'84-'89	98
State Securities, latest dates.						New Hampshire—War Loan of July 1, 1861..						
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70	..	1,287,000	6	Apr. & Oct.	'69-'74	99	
.. (extended).....	2,414,800	5	"	'82-'85		..	500,000	6	Jan. & July.	1869	....
.. (sterling).....	770,500	5	Jan. & July.	'70-'86		..	1,599,800	6	Jan. & July.	'69-'84	103	
.. (") extended).....	732,800	5	"	1886		..	1,002,900	6	"	'86-'96	....
.. (new).....	660,200	8	"	'94-'95	100	..	593,409	6	"	'97-'02	....
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861		..	700,000	7	J. A. J. & O.	1878	110	
.. (State Bank).....	440,000	6	Jan. & July.	1868		..	800,000	6	"	1878	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112	..	1,189,781	6	"	pleas.	....
.. 1860.....	177,500	7	"	1880		..	900,000	5	"	1875	....
.. Soldiers' Relief Bonds.....	470,500	7	"	'83-'85		..	348,107	5	"	pleas.	....
.. Bounty Bonds.....	982,000	7	"	'83-'85		..	2,607,300	6	J. A. J. & O.	1872	105	
Connecticut—War Bonds, M'y. '61 (10 or 20yr) ..		6	Jan. & July.	'71-'81	99	..	5,726,800	6	"	1873	108	
.. Oct. '61 (10 or 20yr) ..		6	"	'72-'82		..	2,250,000	6	"	1874	....
.. Nov. 1868.....	7,613,692	6	"	1883	99	..	500,000	6	"	1875	....
.. M'y. '64 (10 or 20yr) ..		6	April & Oct.	'74-'78		..	900,000	6	"	1877	....
.. May 1, 1865, (free) ..		6	"	1885		..	2,035,800	5	"	1874	....
.. (various) registered	867,500	6	Various.	Var.		..	3,757,000	7	Jan. & July.	1877	108	
Florida—State Bonds.....	500,090	8	Jan. & July.	Var.		..	22,186,000	7	"	1877	108	
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92	..	8,511,000	6	J. A. J. & O.	'69-'91	53	
.. (").....	176,000	7	May & Oct.	1870		..	3,959,045	6	"	'92-'98	83	
.. (Act March 12, 1866).....	3,164,500	7	Jan. & July.	1886		..	3,200,000	6	Jan. & July.	1900	....
.. (W. & A. R. R.).....	1,619,000	6	"	'68-'74	88	..	2,439,900	6	Jan. & July.	1898	88	
.. (").....	75,000	6	May & Oct.	1874		..	2,026,171	6	Jan. & July.	1870	100	
.. (Atl. and Gulf R. R.).....	734,000	6	Feb. & Aug.	'78-'86		..	1,600,000	6	"	1875	102	
.. (sterling).....	72,000	5	Mar. & Sept.	1869		..	4,095,309	6	"	1881	102	
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870		..	2,400,000	6	"	1886	106	
.. Interest Bonds.....	996,649	6	"	1877	100	..	400,000	6	May & Nov.	1871	....
.. Liquidation Bonds.....	193,400	6	"	1865		..	94,015	7	Jan. & July.	1884	....
.. Refunded Stock.....	985,900	6	"	'69-'77	100	..	82,142	7	"	1874	....
.. Thornton Loan Bonds.....	104,000	6	"	1869		..	2,797,910	6	Various	Due.	....
.. War Loan Bonds.....	543,200	6	"	1879	101	..	1,642,123	5	Jan. & July.	1870	100	
.. Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870		..	4,724,000	5	Various	'72-'82	100	
.. registered	535,367	6	"	1870		..	112,000	5	Jan. & July.	1882	104	
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866		..	400,000	4	Apr. & Oct.	1879	....
.. War Loan Bonds.....	210,000	6	May & Nov.	1868		..	4,907,150	6	Feb. & Aug.	1872	111	
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1863		..	7,909,600	6	"	1877	109	
.. War and Defense Bonds of 1861.....	300,000	7	"	1881		..	9,273,050	6	"	1882	112	
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97		..	910,200	5	"	'72-'87	....
.. Territorial Debt Bonds.....	100,000	6	July.	'82-'84		..	2,820,750	6	"	1871	105	
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98	..	30,500	6	April & Oct.	1871	99	
.. Military Bonds.....	339,000	5	May & Nov.	1879		..	1,157,000	6	Mar. & Sept.	1882	100	
.. (Act March 12, 1866).....	160,000	5	April & Oct.	'69-'73		..	214,000	6	Apr. & Oct.	1883	99	
Louisiana—State Bonds (Schools, &c.).....	635,000	6	Various.	'80-'93		..	776,000	6	Jan. & July.	1893	99	
.. (Railroads).....	684,500	6	Jan. & July.	1893		..	881,000	6	Feb. & Aug.	1894	101	
.. (Charity Hospital).....	2,092,000	6	Various.	'69-'06	78	..	314,454	6	J. A. J. & O.	1870	101	
.. (Levees).....	86,000	6	Mar. & Sept.	1872		..	484,445	6	"	1868	....
.. (").....	1,000,000	6	Various.	1886		..	2,386,000	6	Jan. & July.	'71-'90	....
.. (").....	2,414,000	6	May & Nov.	1907	74	..	1,000,000	6	"	'76-'79	....
.. (").....	3,000,000	8	"	1908	95	..	1,282,971	5	"	'70-'90	78	
.. (Funding).....	494,800	6	Various.	'86-'88	73	..	1,395,940	5	Apr. & Oct.	Var.	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74		..	28,160	5	"	"	....
.. War Loan of 1861.....	171,000	6	Various.	'75-'78	97	..	1,706,000	6	"	"		

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$315,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	"	1885	94	Cedar Rapids and Missouri River:						
2d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	87
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.5	Jan. & July.	New York.	1896	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	....	....	....	....	....	2d Mortgage Govern'mt subdly.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....	Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....	7*	April & Oct.	London.	1879	....	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	107
1st Mortgage (Pennsylvania).....	7*	"	"	1877	....	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	103
1st Mortgage (Ohio).....	6,000,000	7*	"	"	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	7*	June & Dec.	London.	1882	....	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84
1st Mortgage (Buffalo Extension)	7*	April & Oct.	"	1884	....	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7*	March & Sept.	"	1884	....	....	1st Mortgage (on 725 m.) free....	25,010,000	6*	Jan. & July.	New York.	1895	88
2d Mortgage (New York).....	3,000,000	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	107
2d Mortgage (Pennsylvania).....	7*	Jan. & July.	London.	1882	....	....	Convertible bonds.....	1,500,000	7*	"	"	1883	104
2d Mortgage (Ohio).....	7*	Jan. & July.	"	1883	....	....	National Loan.....	25,010,000	6	"	"	1895	..
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	6*	"	"	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Cheraw and Darlington:						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	2,000,000	— & —	New York.	1899	....	....	Chesapeake and Ohio (Va. Cent.)						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	6*	May & Nov.	New York.	1900	90	
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	99	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1896	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	91
2d Mortgage, sterling.....	885,500	6*	"	London.	1896	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
Loan of 1850.....	579,500	6	"	"	1880	97	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	102
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	92
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	468,500	6	"	"	1873	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage, convertible	150,000	8	"	"	1883	....
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4*	July.	Frankfort.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Bellevuefontaine:							Chicago, Cincinnati and Louisiv.:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Bellevuefontaine and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	90
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000	7	Jan. & July.	Charleston.	1898	....	....	Chicago and Milwaukee (45 m'ls)						
Boston and Albany:							1st Mortgage (C. and N. W.) ..	397,000	7	May & Nov.	New York.	1874	9
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan	798,000	6	"	Boston.	1875	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	10
Boston, Clinton and Fitchburg.							Funded Coupons.....	755,000	7	May & Nov.	"	1883	2
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1886	9
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	8
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	8
2d Mort. conv. (1st M. on 224 m.)	100,000	6	Jan. & July.	Boston.	1870	99	Equipment bonds.....	101,000	7	April & Oct.	"	1874	8
2d Mort. conv. (1st M. on 224 m.)	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds	3,290,000	7	F. M. A. & N.	"	1915	7
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (new) for \$20,000,000	7	Jan. & July.	"	1890	27	....	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	9
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	9
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.) ..	1,010,000	7	March & Sept.	"	1899	9
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96	1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	"	1898	9
Wharf purchase bonds.....	200,000	6	"	"	1879	95	1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1888	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.) ..	1,397,000	7	Jan. & July.	New York.	1870	....
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1896	....
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	8
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
Co. bonds (Erie and Northeast.)	300,000	7	March & Sept.	"	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	91	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1872	....
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	....
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,090,608	7	April & Oct.	New York.	1893	87	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,548	8	"	"	1894	100	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
California Pacific:							Cincinnati, Richmond & Chicago:						
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1895	....
Camden and Amboy:							Cincinnati and Zanesville:						
Sterling Bonds, skg fund \$337,250	1,632,290	6*	Jan. & July.	London.	1880	....	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....
Sterling Loan, skg fund \$366,300	1,845,000	6*	March & Sept.	"	1894	....	Cincinnati, Sandusky and Clev.:						
Loan for \$800,000.....	325,220	6	April & Oct.	New York.	1870	90	1st Mortgage.....	976,000	7	June & Dec.	New York.	1890	....
Loan for \$675,000.....	675,000	6	"	"	1875	94	Cleveland, Columbus and Cinc.:						
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	95	1st Mortgage.....	425,000	7	June & Dec.	New York.	'68-'70	....
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1889	89	Cleveland and Mahoning:						
Consol. Mortgage for \$5,000,000 ..	4,666,940	6	June & Dec.	"	1889	95	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	....
Camden and Atlantic:							3d Mortgage.....	587,000	8	March & Sept.	"	1874	....
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873	....	Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	"	1881	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Cleveland and Pittsburg:						
Camden and Burlington County:							2d Mortgage (or 1st Extension) ..	1,130,000	6	March & Sept.	New York.	1873	....
1st Mortgage of 1867 for \$350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90	3d Mortgage (or 2d Extension) ..	1,697,000	7	May & Nov.	"	1875	....
apo Cod Central:							4th Mortgage (or 3d Extension) ..	1,106,489	7	Jan. & July.	"	1892	....
1st Mortgage.....	125,000	6	Jan. & July.	Boston.	'69-'78	....	Consol. S. F. Mort. (\$5,000,000) ..	276,000	7	May & Nov.	"	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880	94	2d Mortgage.....	4,000,000	7	May & Nov.	" "	1879	97
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	91	3d Mortgage.....	6,000,000	7	April & Oct.	" "	1883	93
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	84
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867	94	5th Mortgage.....	928,500	7	June & Dec.	" "	1888	84
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882	94	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	80
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103	Sterling Loan £800,000.....	4,844,444	6	March & Sept.	London.	1875	94
2d Mortgage (Clev. and Tol.)...	1,000,000	7	April & Oct.	" "	1886	94	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	94
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	94	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	94
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	94
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	83	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	94
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	67	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	94
Income Bonds.....	1,243,000	7	" "	" "	1881	94	Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	" "	1881	94
Columbus and Hooking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	292,500	7	Jan. & July.	New York.	1897	94	1st Mortgage.....	200,000	7	" "	Providence.	18—	94
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909	94	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	94
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	94	1st Mortgage.....	1,520,500	7	" "	New York.	18—	94
Connecticut and Passumpsic Riv.:							Galea & Chic. Union (C.N. & W.):						
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	103
Notes of '66 and '67, free.....	295,000	7	" "	" "	1876-77	100	2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	91
Connecticut River:							Georgia:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	93	Bonds.....	592,000	7	J. & J.	Augusta.	70-76	94
Connecting:							Grand Rapids and Indiana:						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	94
Cumberland and Pennsylvania:							Grand River Valley:						
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	94	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	94
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	94	Grand Trunk (Can.):						
Cumberland Valley:							1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—	94
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	94	2d Preference Bonds.....	7,355,986	5	" "	" "	18—	94
2d Mortgage.....	109,500	8	" "	" "	1904	94	3d Preference Stock.....	3,414,094	4	" "	" "	18—	94
Danbury and Norwalk:							4th Preference Stock.....	25,592,980	4	" "	" "	18—	94
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	94	Equipment Bonds.....	2,433,333	6	April & Oct.	" "	18—	94
Danv., Urbana, Blooming, & Pekin:							Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	94
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1903	94	Great Western of Canada:						
Dayton and Michigan:							Government Loan £573,688.....	2,782,387	6	" "	Ottawa.	73-76	94
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	94	Mortgage Bonds £615,200.....	2,983,720	6	" "	London.	77-78	94
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	94	Mortgage Bonds £547,000.....	2,652,950	6	" "	" "	77-78	94
3d Mortgage.....	700,000	7	April & Oct.	" "	1888	94	Stock Debentures £46,700.....	228,500	5	" "	" "	irred.	94
Dayton and Union:							Great Western of Illinois:						
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	94	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1893	106
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	94	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	94
Income Bonds.....	252,446	6	" "	" "	1879	94	1st Mortgage (General).....	1,455,000	7	" "	" "	1889	91
Dayton and Western:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1896	83
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	94	Greenville and Columbia:						
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	94	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	94
Delaware:							Hannibal and St. Joseph:						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	94	Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	106
Guaranteed Bonds.....	100,000	6	" "	" "	1875	94	Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	94
State Loan.....	170,000	6	" "	" "	1876	94	Eight per cent. Loan.....	860,000	8	" "	" "	1874	106
Extension Mortgage.....	100,000	6	" "	" "	1880	94	Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	94
Delaware, Lackawanna, & Western:							Ten per cent. Loan.....	500,000	10	" "	" "	1899	94
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	1st Mort. (Quincy and Palmyra)	500,000	8	" "	" "	18—	94
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98	1st Mort. (Kan. City & Cameron)	1,200,000	10	" "	" "	1891	108
2d Mort. (General) for \$2,000,000.	1,833,000	7	March & Sept.	" "	1881	97	Harrisburg and Lancaster:						
Des Moines Valley:							1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	91
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	94	Hartford and New Haven:						
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	94	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Detroit and Milwaukee:							Hartford, Providence and Fishkill:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	94	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	94
2d Mortgage.....	1,000,000	8	" "	" "	1875	94	1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" "	Hartford.	1876	94
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	94	Hempfield:						
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	94	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	94
Bonds of June 30, 1886, (cond.)	1,861,839	6	" "	" "	1886	94	Housatonic:						
Detroit, Mon. & Tol. (M.S. & N.L.)							1st Mortgage.....	191,000	7	Jan. & July.	Bridgesport.	1877	94
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92	2d Mortgage.....	100,000	7	" "	" "	1885	94
Detroit and Pontiac (Det. & Mil.):							Houston and Texas Central:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	94	1st Mortgage (L.G.) sinking fund	2,600,000	7	Jan. & July.	New York.	1891	94
1st Mortgage.....	150,000	7	April & Oct.	" "	1878	94	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	94	1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	94
Dubuque and Sioux City:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	106
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	102
1st Mortgage (construction).....	680,000	7	" "	" "	1884	96	Huntington and Broad Top Mt.:						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	96	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	94
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	96	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	96	Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	110
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	94	Construction.....	332,000	6	" "	" "	1875	94
East Pennsylvania:							Redemption.....	2,500,500	6	" "	" "	1890	94
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	94	Redemption, sterling.....	2,500,000	6	" "	London.	1875	94
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	94	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	94
Tennessee Loan (1866).....	430,277	6	" "	" "	1898	94	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	70
Mortgage (old).....	640,000	6	" "	" "	1880	94	1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	94
Mortgage (new).....	136,400	7	" "	" "	1880	94	Indianapolis, Crawfordsv. & Danv.:						
East Tennessee and Virginia:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	94
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	94	Indianapolis and Madison:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1893	94	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	94
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	94	Iowa River:						
Eastern:							1st Mortgage (Eldora R. R.)...	272,000	7	Jan. & July.	New York.	1885	94
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	94	Jackson, Lansing and Saginaw:						
2d Mortgage, (convert. sterling)...	420,000	5	Jan. & July.	London.	1872	94	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96
3d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	97	Jeffersonville (J. M. & L.):						
1st Mortgage (Essex Railroad)...	214,000	6	Jan. & July.	" "	1870	94	2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	94
Bonds of 1863.....	500,000	6	March & Sept.	" "	1869	94	Jeffersonville, Madison & Indian.:						
Edgfield and Kentucky:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	94
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	94	Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	94
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	96	Joliet and Northern Indiana:						
Income Bonds.....	570,000	5	April & Oct.	" "	1872	96	1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	94
European and North American:													
1st Mortgage (Bangor to Winn.)...	1,000,000	6	Jan. & July.	London.	1886	94							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1883	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,500,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,669,800	6	Jan. & July.	New York.	1881	....
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	Mobile.	1887	....
Knoxville and St. Paul:							Income of '61, '62, '65 and '67.....	556,421	8	"	New York.	1876	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99	Liquidation (10 year) bonds.....	697,900	8	"	Mobile.	1882	72
Knoxville and Charleston:							Interest bonds.....						
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Euflala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1896	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1870	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	91	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	1900-92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1897	....
New Mortgage, free of taxes....	1,917,000	6	June & Dec.	"	1898	97	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	96	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	1888-94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	1888	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	168,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*			Boston	....		1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg and New York (Oct. 1, '88):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1897	....
Louisville, Cincin. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	1899-77	98	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	1870-75	96	1st Mortgage.....	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	....	New Jersey:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	1880-85	92	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	1876-87	98
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	1886-87	....	New London Northern:						
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext....	333,000	6	April & Oct.	"	1893	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1886	....
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	90	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville, N. Albany & Salem							N. Orleans, Jackson & Gt. North.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousa & Gt. Wm:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)...	1,842,000	8	April & Oct.	New York.	1889	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	....	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	1900-91	90	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	93
\$400,000 Loan.....	397,700	6	June & Dec.	"	1870-71	....	Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	"	1876	102
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	78,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	90
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	"	"	1883	87
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96	Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7	"	London.	1891	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	70	Renewal bonds of 1898.....	2,900,000	6	June & Dec.	"	1897	91
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Mortgage (road and land).....	1,300,000	6	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	1873-78	96
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1893	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	120	North Eastern:						
Michigan Southern & North. Ind.							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	100	2d Mortgage for \$300,000.....	145,000	7	"	"	1893	....
2d Mortgage.....	2,693,000	7	"	"	1877	95	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	92	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	86
Millin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1890	94
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1897	109
3d Mortgage, (" ")	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	276,500	7	— & —	"	18—	91
Milwaukee and St. Paul:							North Shore, L. I.:						
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1897	....
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	Northern Central:						
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	118	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	90
2d Mortgage (P. du C.).....	738,000	7.3	"	"	1898	95	2d Mortgage, Sinking Fund....	2,500,000	6	Jan. & July.	"	1885	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	90	3d Mortgage, Sinking Fund....	1,223,000	6	April & Oct.	"	1900	58
Mississippi Central:							Consol. Mort. for \$6,000,000....	1,874,000	6*	Jan. & July.	"	1900	99
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Hampshire:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Company Bonds of 1864.....	120,800	6	April & Oct.	Boston.	1874	99
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....	North Western Virginia:						
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	3d Mortgage (B. & O. R. R. Co.)	140,000	6	"	"	1885	91

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$800,000.....	.....	8	"	"	1887	....	Consolidated Bonds.....	300,000	6	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) akg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	103
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102 1/2	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	101	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	90	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
Consolidated Mort. sterling.....	83,420	....	"	London.	1898	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	94 1/2
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	81 1/2	Pla. & Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95 1/2	2d Mortgage.....	525,000	10 1/2	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	94	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	78 1/2	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	84 1/2
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	85	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	80	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	78 1/2	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76 1/2
2d Mortgage.....	875,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	98	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	97 1/2	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	81
1st (new) Mortgage.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	....	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	77 1/2
1st Mortgage, Sterling.....	416,000	7 1/2	April & Oct.	London.	1870	....	Rich., Frederickburg & Potomac:						
2d Mortgage, Sterling.....	346,000	7 1/2	"	"	1875	....	Company Bonds, sterling.....	67,778	6 1/2	Jan. & July.	London.	1875	....
3d Mortgage, Sterling.....	1,150,000	7 1/2	Feb. & Aug.	"	1872	....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Patterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	160,000	7	"	New York.	1877	....	Richmond and York River:						
Penninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$16,000 per m..	1,800,000	7 1/2	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	100,800	7	Feb. & Aug.	Richmond.	'69-'70	....
1st Mort. {	4,972,000	6	Jan. & July.	Philadelphia.	1880	102	Rockford, R. Island & St. Louis:						
2d Mort. { Harriab. to Pittsb. }	2,594,000	6	April & Oct.	"	1875	101 1/2	1st Mortgage, convertible, S.F. free	9,000,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. stg. {	2,283,840	6	"	London.	1875	....	Rock Island and Peoria:						
General Mortgage.....	1,645,000	6	J. A. J. & O.	Philadelphia.	1910	96	1st Mortgage.....	1,384,000	7	"	New York.	18—	....
State lien on whole property.....	6,232,755	6	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	767,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,697,000	7	"	Philadelphia.	18—	92 1/2	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
Pennsylv. and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	192
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	85
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10 1/2	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10 1/2	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107 1/2
Perkinston:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	80	2d Mortgage (" " ").....	500,000	7	"	"	1882	....
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	95
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	87
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	76 1/2
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	102	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....
1st Mortgage (General).....	6,000,000	6	"	"	1881	82	St. Louis and Iron Mountain.						
2d Mortgage.....	4,000,000	6	"	"	1901	85 1/2	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	90
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	89 1/2	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile)..	2,365,000	7	April & Oct.	New York.	1884	92 1/2
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6 1/2	May & Nov.	New York.	1893	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	94 1/2	1st Mortgage, S. F., guaranteed..	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	100	2d Mortgage, S. F., guaranteed .	2,600,000					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class...	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	860,000	7	or	"	1890	....
1st Mortgage.....	79,873	...	— & —	— & —	....	....	" " 3d class...	184,000	7	Jan. & Jul.	"	1890	....
2d Mortgage.....	52,000	...	— & —	— & —	....	....	" " 4th class...	1,263,000	7	"	"	1890	....
3d Mortgage.....	665,000	...	— & —	— & —	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	79
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	"	"	1888	74
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1864	....	3d Mortgage (Enlarged).....	900,000	6	"	"	1884	60
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Income Bonds.....	138,500	6	"	"	1885	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	"	"	1890	84
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	"	"	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	95
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds £452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	90
Sterling Bonds £59,031.....	262,366	5*	"	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	418,010	6	"	"	'73-'74	....	Western (Boston and Albany).						
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Sterling Loans, £289,900.....	2,051,520	5*	April & Oct.	London.	'90-'71	....
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Dollar Bonds.....	798,000	6	"	Boston.	1875	100
South and North Alabama:							Western Maryland:						
1st Mort. (\$16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92
South Shore:							1st Mortgage unendorsed.....	400,000	6	"	"	1890	80
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	90
South Side, Va.:							2d M. for \$300,000, end. by W.Co.	300,000	6	"	"	1890	85
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	Western Pennsylvania:						
3d Mort. (for City Point R. R.) ..	175,000	6	"	"	'65-'68	....	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81
4th Mortgage.....	317,000	6	"	"	'70-'72	....	Western Union						
Consol. Mortgage.....	.....	8	"	New York.	'84-'90	....	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
South Side, L. I.:							Whitehall and Plattsburg:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
South Western:							Wicomico and Pocomoke:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1883	....
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Southern Minnesota:							1st Mortgage guar. by State.....	.....	8	"	"	1897	64
1st Mort. (10-20 yrs) \$20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	2d Mortgage, 2d pref.....	146,000	7	"	"	1886	....
Staten Island:							1st Mortgage, 3d pref.....	528,000	7	"	"	1886	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Sterling Mountain:							Wilmington and Weldon:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Sullivan:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	York and Cumberland (N. Cent.)						
Syracuse, Binghamton and N. Y.:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	3d Mortgage.....	500,000	6	"	"	1877	....
Summit Branch:							CANAL BONDS.						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86	Chesapeake and Delaware:						
Sussex:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	Chesapeake and Ohio:						
Tioga:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Sterling, guaranteed.....	4,375,000	5*	"	London.	1890	....
Toledo, Peoria and Warsaw:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1886	....
1st Mortgage (E. Div.).....	1,800,000	7	June & Dec.	New York.	1894	84	Delaware Division:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	84	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1873	88
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1880	....	Delaware and Hudson:						
Toledo, Wabash and Western:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1870	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Delaware and Raritan (See Cam						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	34	den and						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	Amboy R. R.)						
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	79	Erie of Pennsylvania:						
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	82	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
Troy and Boston:							Interest Bonds.....	161,960	7	"	"	18—	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Ill. State bonds, sterling, reg....	500,967	6*	"	"	1870	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Loan.....	884,102	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	2d Loan.....	5,606,122	6	"	"	1884	85
Union Pacific:							3d Loan.....	2,000,000	6	"	"	1897	....
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	84	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	89
2d Mortgage (Gov. subsidy).....	27,951,000	6	"	"	'95-'99	76	Convertible Loan.....	1,201,350	6	"	"	1877	79
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y. & Boston	'87-'89	81	Monongahela Navigation:						
Income bonds.....	8,163,000	10	Mar. & Sept.	Boston.	'72-'74	81	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	"	"	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	82
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	"	"	1876	75
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,087	6	"	"	1885	80
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	North Branch:						
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'95-'97	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	Schuykill Navigation:						
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	"	1916	....	2d Mortgage.....	3,980,670	6*	Jan. & July.	"	1882	73
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	70
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	86	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	"	Philadelphia.	1891	41	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	108	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	47
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	"	"	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	3
1st Mortgage.....	338,000	7	April & Oct.	New York.	1890	....	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	"	Boston.	1890	....	1st Mortgage, sinking fund....	750,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage.....	293,200	7	"	New York.	1889	....	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Lead Grant Railroads are printed in "Italic."

Years ending	Railroad		Rolling Stock		Company	Abstract of General Balance Sheet				Operations		Earnings		Value of Shares							
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Cars.		Freight.	Trains Moved.	Carried one mile.		Gross.		Net.						
							Pass.	R. M. E.			Passengers.	Freight.				Dividends.	Par.	P-c			
Sept. 30, 1898	25.0		0.4	187.0	1				2,079,058				4,185,000	915,000	418,711	1,762,774	299.6	15,972	10,719	4,499	100
Sept. 30, 1898	70.0		22.0	48.0	17	15			5,839,698				1,851,388	2,922,000	560,000	401,830	120.0	291,226	7,081,304	4,260,100	100
Sept. 30, 1898	125.0		23.0	45.0	82	19	6		7,913,582				2,109,580	7,566,584	531,114		132.0				100
Jan. 31, 1899	187.0		6.0	4.0	7	6	4		800,000				301,000	105,000			68.0	120,118	97,700	49,327	100
Nov. 30, 1898	23.0		1.8	8.2	17	6			500,000				117,082	200,000	47,000		68.0				100
Nov. 30, 1898	85.7		8.2	90.0	89	36			1,200,220				3,091,200	1,851,581	170,180	31,470	308.7	3,844,138	42,622,418	810,711,106	100
June 30, 1899	357.3		38.2	139.0	166	89			5,784,189				2,494,900	3,483,922	214	8,698	20.032	40,624	3,651		100
Dec. 31, 1898	274.0		48.0	13.0	14	19			1,650,000				1,650,000	20,000			37.0	6,440,721	30,321	13,598	100
May 31, 1897	94.9	1.6	25.0		45	17			1,650,000				1,650,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1898	18.0		0.0	0.0	3	1			1,650,000				1,650,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1898	379.3	0.0	0.0	0.0	315	149	136		1,650,000				1,650,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	30.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	103.3		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0		0.0	0.0	21	9			800,000				800,000	20,000			37.0	6,440,721	30,321	13,598	100
Sept. 30, 1899	80.0																				

THE UNIVERSITY OF CHICAGO PRESS

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See index (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Years ending	Railroad			Rolling Stock			Companies	Abstract of General Balance Sheet				Railroad Operated	Operations		Earnings		Value of Shares					
	Main Line	Branch Line	2d Track and Sidings	Railroad in progress	Property and Assets			Accounts and Cash	Stocks	Bonds	Accounts		Surplus Income	Trains Moved	Carried one mile			Gross	Net	Dividends	Market.	
					Engines	Pass.									Freight	Railroad						Rolling Stock	Assets
Jan. 30, 1898	37.0	55.0	22.0	100	1,000,000	896,337	1,000,000	700,000	1,211,700	500,000	9,000	25,000	37.0	29,000	22,787	46,085	1,076	100	100	100		
Jun. 30, 1898	37.0	55.0	22.0	100	4,005,536	896,337	4,005,536	2,313,000	8,947,650	2,313,000	416,552	25,000	252.1	2,400,864	22,787	5,003,018	1,819,046	7	100			
Oct. 31, 1898	37.0	55.0	22.0	100	42,176,875	1,767,845	42,176,875	35,000,000	35,000,000	25,215,000	416,552	25,000	993.9	2,400,864	22,787	12,945,598	5,034,071	109	100			
Oct. 31, 1898	37.0	55.0	22.0	100	11,186,397	2,786,366	11,186,397	10,000,000	10,000,000	25,215,000	416,552	25,000	150.3	1,286,387	22,787	1,945,598	748,990	398	100			
Nov. 30, 1898	37.0	55.0	22.0	100	13,451,241	2,786,366	13,451,241	15,000,000	15,000,000	4,973,500	42,600	25,000	200.5	2,236,474	22,787	4,636,091	1,819,315	10	100			
Dec. 31, 1898	37.0	55.0	22.0	100	280,768	32,950	280,768	750	241,200	42,600	42,600	25,000	6.6	25,980	890,705	42,109	4,277	100	100			
Jan. 30, 1899	37.0	55.0	22.0	100	684,295	32,950	684,295	25,000	3,045	25,000	113,595	25,000	12.8	25,980	890,705	42,109	4,277	100	100			
Jun. 30, 1899	37.0	55.0	22.0	100	3,776,787	951,515	3,776,787	951,515	3,776,787	1,650,000	29,006	113,595	196.2	29,979,606	22,787	1,898,814	247,324	8	100			
Oct. 31, 1899	37.0	55.0	22.0	100	412,580	1,146,283	412,580	915,658	2,940,100	796,500	1,146,283	75,000	6.0	420,176	18,592,514	683,850	13,871	100	100			
Nov. 30, 1899	37.0	55.0	22.0	100	1,146,283	1,146,283	1,146,283	915,658	2,940,100	796,500	1,146,283	75,000	6.0	420,176	18,592,514	683,850	13,871	100	100			
Dec. 31, 1899	37.0	55.0	22.0	100	4,694,503	401,311	4,694,503	72,825	33,540	826,000	1,651,517	75,000	123.0	420,176	18,592,514	683,850	13,871	100	100			
Jan. 30, 1900	37.0	55.0	22.0	100	4,576,868	401,311	4,576,868	35,420	4,090	826,000	1,651,517	75,000	175.0	420,176	18,592,514	683,850	13,871	100	100			
Jun. 30, 1900	37.0	55.0	22.0	100	1,582,645	38,420	1,582,645	1,409,372	721,050	826,000	1,651,517	75,000	603.5	315,181	6,705,656	603,872	742,076	9	100			
Oct. 31, 1900	37.0	55.0	22.0	100	1,777,844	38,420	1,777,844	1,409,372	721,050	826,000	1,651,517	75,000	603.5	315,181	6,705,656	603,872	742,076	9	100			
Nov. 30, 1900	37.0	55.0	22.0	100	332,883	30,276	332,883	20,000	8,975	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Dec. 31, 1900	37.0	55.0	22.0	100	600,000	196,641	600,000	95,501	103,016	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jan. 30, 1901	37.0	55.0	22.0	100	844,710	196,641	844,710	95,501	103,016	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jun. 30, 1901	37.0	55.0	22.0	100	1,500,000	196,641	1,500,000	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Oct. 31, 1901	37.0	55.0	22.0	100	826,000	196,641	826,000	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Nov. 30, 1901	37.0	55.0	22.0	100	2,722,344	196,641	2,722,344	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Dec. 31, 1901	37.0	55.0	22.0	100	1,000,000	196,641	1,000,000	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jan. 30, 1902	37.0	55.0	22.0	100	600,000	196,641	600,000	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jun. 30, 1902	37.0	55.0	22.0	100	10,978,864	196,641	10,978,864	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Oct. 31, 1902	37.0	55.0	22.0	100	1,601,515	196,641	1,601,515	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Nov. 30, 1902	37.0	55.0	22.0	100	8,087,000	196,641	8,087,000	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Dec. 31, 1902	37.0	55.0	22.0	100	17,805,227	196,641	17,805,227	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jan. 30, 1903	37.0	55.0	22.0	100	3,065,607	196,641	3,065,607	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jun. 30, 1903	37.0	55.0	22.0	100	109,919	196,641	109,919	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Oct. 31, 1903	37.0	55.0	22.0	100	3,814,957	196,641	3,814,957	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Nov. 30, 1903	37.0	55.0	22.0	100	1,250,000	196,641	1,250,000	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Dec. 31, 1903	37.0	55.0	22.0	100	778,381	196,641	778,381	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jan. 30, 1904	37.0	55.0	22.0	100	2,011,197	196,641	2,011,197	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jun. 30, 1904	37.0	55.0	22.0	100	1,620,978	196,641	1,620,978	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Oct. 31, 1904	37.0	55.0	22.0	100	641,755	196,641	641,755	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Nov. 30, 1904	37.0	55.0	22.0	100	350,667	196,641	350,667	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Dec. 31, 1904	37.0	55.0	22.0	100	9,576,875	196,641	9,576,875	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jan. 30, 1905	37.0	55.0	22.0	100	3,828,580	196,641	3,828,580	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jun. 30, 1905	37.0	55.0	22.0	100	4,000,155	196,641	4,000,155	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Oct. 31, 1905	37.0	55.0	22.0	100	2,026,700	196,641	2,026,700	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Nov. 30, 1905	37.0	55.0	22.0	100	482,982	196,641	482,982	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Dec. 31, 1905	37.0	55.0	22.0	100	2,500,000	196,641	2,500,000	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jan. 30, 1906	37.0	55.0	22.0	100	421,007	196,641	421,007	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jun. 30, 1906	37.0	55.0	22.0	100	680,824	196,641	680,824	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Oct. 31, 1906	37.0	55.0	22.0	100	3,399,577	196,641	3,399,577	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Nov. 30, 1906	37.0	55.0	22.0	100	7,341,278	196,641	7,341,278	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Dec. 31, 1906	37.0	55.0	22.0	100	1,486,023	196,641	1,486,023	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jan. 30, 1907	37.0	55.0	22.0	100	7,912,607	196,641	7,912,607	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,228,609	919,084	6	100			
Jun. 30, 1907	37.0	55.0	22.0	100	36,607,697	196,641	36,607,697	851,300	138,055	275,000	10,000	1,932	561.3	923,471	21,410,247	2,22						

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

Abstract of General Balance Sheet.															Value of Shares.									
Years ending.	Railroad.		Rolling Stock.		Property and Assets.			Liabilities.			Operations.			Earnings.		Par.	Pc.							
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Car.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.			Railroad Operated.	M.	Trains Moved.	Passengers.	Freight.	Net.	Dividends.
July 31, 1898	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Dec. 31, 1898	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Sept. 30, 1898	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Oct. 31, 1898	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Nov. 30, 1898	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Dec. 31, 1898	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Jan. 31, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Feb. 28, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Mar. 31, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Apr. 30, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
May 31, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
June 30, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
July 31, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Aug. 31, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Sept. 30, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Oct. 31, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Nov. 30, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Dec. 31, 1899	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Jan. 31, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Feb. 28, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Mar. 31, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Apr. 30, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
May 31, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
June 30, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
July 31, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Aug. 31, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Sept. 30, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Oct. 31, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Nov. 30, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Dec. 31, 1900	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Jan. 31, 1901	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Feb. 28, 1901	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Mar. 31, 1901	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
Apr. 30, 1901	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
May 31, 1901	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
June 30, 1901	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634	3,210,000	480,000	384,015	180,224	207.5	383,802	920,544	342,789	100 104						
July 31, 1901	107.5	100.6	6.5	26	20	320	3,716,813	208,792	227,634															

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		COMPANIES.	Amount out-standing.	Inter. at	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Per Cent.	Par.	Paid.	Market.						
Sept. 30, '99	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	100	100	100	100	Albany:	40,000	pc	J & J. 18		
Nov. 30, '99	1.05	479	73	Albany St. Freight (B'ton).Mass.	49,749	150,000		4,377	3,404	Loss.	100	100	100	100	Bleeker St. & Fulton Ferry:	384,000		J & J. 1872		
Oct. 31, '99	3.41	11	4	Allentown.....Pa.	27,739	30,314		11,900	9,089	2,372	100	100	100	100	Broadway (Brooklyn):	100,000		J & J. 1861		
Dec. 31, '99	31.00	400	50	Baltimore City.....Md.	1,762,725	900,000	694,000	23,300	334,039	83,267	100	100	100	100	Broadway and 7th Avenue:	500,000		J & J. 1884		
Sept. 30, '99	22.00	400	50	Bleeker st. & F.F. (N.Y.C.)N.Y.	110,000	110,000			480,046	8,900	64	100	100	100	1st Mortgage.....	80,000		J & J. 18		
Nov. 30, '99	2.66	185	46	Boston and Chelsea.....Mass.	41,000	41,000				8,287	100	100	100	100	Brooklyn, Bath & Coney I.	800,000		J & J. 18		
Nov. 30, '99	3.06	175	103	Boston & West Roxbury.Mass.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	100	1st Mortgage.....	200,000		J & J. 1872		
Sept. 30, '99	10.76	775	103	Broadway (Brooklyn).....N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	100	Brooklyn City & Newtown:	278,000		J & J. 1878		
Sept. 30, '99	16.00	103	28	B'way & 7th Av. (N.Y.C.)N.Y.	179,789	100,000	80,000		30,153	Loss.	100	100	100	100	1st Mortgage.....	45,000		J & J. 18		
Sept. 30, '99	7.00	1321	271	Brooklyn, Bath & Coney I.N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	100	Brooklyn, Prosp. P. & Flatb.	316,000		J & J. 1881		
Sept. 30, '99	11.00	178	37	Brooklyn City.....N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	100	100	100	100	1st Mortgage.....	150,000		J & J. 1863		
Sept. 30, '99	72.00	271	37	Brooklyn City & Newtown.N.Y.	537,944	261,400	278,000		72,720	5,718	100	100	100	100	Brooklyn & Rockaway B'ch:	62,000		J & J. 1874		
Sept. 30, '99	19.25	22	8	B'klyn Prosp. P. & Flatb. N.Y.		10,000	100,000	(Not in operation.)			100	100	100	100	1st Mortgage.....	66,300		J & J. 1870		
Sept. 30, '99	4.50	180	51	B'klyn Flatb. & Coney Isl.N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	100	100	100	100	Coney Island and Brooklyn:	214,000		J & J. 1873		
Sept. 30, '99	15.21	87	13	Buffalo street.....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	100	100	100	100	D. Dock, E Bdw. & Battery:	700,000		J & J. 18		
Sept. 30, '99	11.50	87	13	Bushwick (Brooklyn).....N.Y.	734,670	727,800	150,000	94	77,500	8.0	100	100	100	100	1st Mortgage.....	208,000		J & J. 18		
Nov. 30, '99	28.52	20	4	Cambridge (Boston).....Mass.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	100	1st Mortgage.....	100,000		J & J. 1873		
Sept. 30, '99	1.76	121	32	Central City (Syracuse).....N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	100	100	100	100	42d St. & G'd st. Ferry(N.Y.):	100,000		J & J. 1873		
Sept. 30, '99	36.00	731	123	Cen. P. N. & E.R. (N.Y.C.)N.Y.	179,635	192,750			240,293	81,318	36 1/2	50	194	100	1st Mortgage.....	100,000		var.	var.	
Oct. 31, '99	8.43	200	32	Citizens' (10th & 11th sts.) (Ph.)Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19 1/2	50	44	100	Real Estate.....	198,000		J & J. 1877		
Oct. 31, '99	9.06	139	26	Citizens' (Pittsburg).....Pa.	647,364	500,000	214,000	29,131	144,047	18,067	100	100	100	100	Frankford and Southwark:	256,000		J & J. 1879		
Sept. 30, '99	14.83	212	16	Coney Island (Brooklyn).....N.Y.	859,180	1,200,000	700,000		738,600	180,104	100	100	100	100	1st Mortgage.....	100,000		J & J. 1878		
Sept. 30, '99	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	42,643	34,825		1,337	8,480	4,162	3	100	100	100	Grand st. & Newtown:	30,000		J & J. 18		
Sept. 30, '99	3.50	12	3	Dunkirk and Fredonia.....N.Y.	25,230	29,662			8,565	1,237	24	25	20	100	1st Mortgage.....	130,000		J & J. 1877		
Oct. 31, '99	1.64	81	157	Easton and S. Easton.....Pa.	1,527,023	1,000,000	203,000		836,447	200,354	12.0	100	100	100	Hart. Br. Morris's & Fordh.	25,900		J & J. 1874		
Sept. 30, '99	19.00	12	3	Eighth Avenue (N.Y. City)N.Y.	32,915	18,550	17,272		12,444	2,749	50	94		100	1st Mortgage.....	74,000		M & N 1878		
Oct. 31, '99	2.26	18	4	Erie City.....Conn.	43,301	29,285	10,000		10,403	456	100	100	100	100	Hudson Av. (Brooklyn):	62,500		J & J. 1883		
Sept. 30, '99	2.70	10	10	Fifth Ward (Syracuse).....N.Y.	1,052,479	748,000	260,000		376,903	112,240	10.0	100	100	100	1st Mortgage.....	50,000		J & J. 1886		
Sept. 30, '99	9.63	273	45	Gr'd st. & Gr'd st. F. (N.Y.C.)N.Y.	762,441	491,750	198,000		308,138	61,710	6 1/2	50	40 1/2	38	1st Mortgage.....	62,500		J & J. 1883		
Oct. 31, '99	16.36	273	45	Frankford & Southwark (Ph.)Pa.	59,053	42,500	12,700	2,000	12,598	545	100	100	100	100	Lynn and Boston:	50,000		J & J. 1886		
Sept. 30, '99	3.25	22	5	Genesee & Water st. (Syr.)N.Y.	562,270	307,545	350,000		348,021	123,493	19 1/2	50	15	30	Malden and Melrose sinking fund	62,600		A & O 1880		
Oct. 31, '99	34.25	360	59	Germantown (Phila.).....Pa.	173,657	170,000			136,885	35,507	10	50	17	33	1st Mortgage.....	191,900		J & J. 1878		
Oct. 31, '99	5.40	135	25	Girard College (Phila.).....Pa.	75,000	125,000	190,000		37,890	10,205	100	100	100	100	Metropolitan (Brooklyn):	90,038		J & J. 1884		
Sept. 30, '99	8.0	15	15	Grand st. & Middle Vil. N.Y.	200,000	170,000	30,000		82,066	7,093	100	100	100	100	Middlesex (Boston).....	167,000		J & J. 1876		
Sept. 30, '99	5.50	90	15	Gr'd st. & Newtown (B'kn)N.Y.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	15	1st Mortgage.....	100,000		J & J. 1878		
Oct. 31, '99	5.09	198	39	Green and Coates st. (Phila.)Pa.	255,225	114,010	130,000	3,000	72,802	4,770	100	100	100	100	Orange and Newark:	100,000		J & J. 1880		
Sept. 30, '99	10.00	107	22	Harlm. Br. Morr. & F'dham.N.Y.	60,111	41,995	9,950	1,955	7,280	222	25	24		100	1st Mortgage.....	300,000		J & J. 1883		
Oct. 31, '99	2.14	11	5	Harrisburg City.....Pa.	180,000	180,000					100	100	100	100	2d Mort. O. & N. R. R.:	100,000		J & J. 1881		
Dec. 31, '99	9.00	19	6	Hartford & Wethersfield. Conn.	470,619	306,390	164,400	1,500	283,927	63,000	24	50	7	14 1/2	2d Mort. O. & N. R. R.:	300,000		J & J. 1883		
Oct. 31, '99	14.10	539	66	Hest. Mant. & F'mount (Ph.)Pa.	161,535	106,700	74,000	9,272			100	100	100	100	Philadelphia City:	200,000		J & J. 1881		
Dec. 31, '99	2.50	27	9	Hoboken and Weehawken.N.J.	77,494	75,000			22,390	2,405	100	100	100	100	1st Mortgage.....	66,424		var.	var.	
Sept. 30, '99	10.47	27	9	Hudson Av. (Brooklyn).....N.Y.	118,892	90,000	62,500	11,462	78,378	6,258	25	9		100	Ridge Av. & Manayunk:	48,500		J & J. 1880		
Dec. 31, '99	3.56	113	17	Jersey City & Bergen Point.N.J.	70,000	55,530			31,469	6,385	2.0	100	36	100	1st Mortgage.....	15,000		J & J. 1880		
Oct. 31, '99	5.20	49	9	Kingston and Rondout.....N.Y.	274,331	200,000	50,000	41,952	166,752	14,010	100	100	100	100	Salem and Danvers:	32,100		J & J. 18		
Nov. 30, '99	4.04	225	33	Lombard and South st. (Ph.)Pa.	60,264	49,224			oper. M. d'lexex.		100	100								

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	—	—
Atlantic and St. Lawrence* guar.	2,494,000	4	—	—
Baltimore and Ohio, pref.	8,000,000	6	—	—
Berkshire* guaranteed	600,000	5	—	—
Boston and Concord, pref.	250,000	6	—	—
Boston, Concord and Montreal, pref.	1,340,000	7	—	—
Buffalo, N. York and Erie* guar.	950,000	7	—	—
Camden and Atlantic, pref.	600,000	7	—	—
Catawba* pref. and guar.	2,200,000	7	—	—
Cayuga and Susquehanna* guar.	689,110	9	—	—
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	—	—
Central Ohio, preferred	400,000	7	—	—
Chesapeake* guar.	380,000	8	—	—
Cheshire, preferred	2,017,515	7	—	—
Chicago and Alton, pref.	2,425,400	7	—	—
Chicago, Iowa and Nebraska* guar.	2,600,000	10	—	—
Chicago and Northwestern, pref.	15,159,097	10	—	—
Cleveland and Mahoning* guar.	2,054,000	7	—	—
Cleveland and Toledo* guar.	6,250,000	3	—	—
Cocheco, preferred	177,750	8	—	—
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	—	—
Cumberland Valley, 1st pref.	241,000	8	—	—
" 2d pref.	242,000	8	—	—
Delaware* guaranteed	594,241	6	—	—
Detroit & Milwaukee* preferred and guaranteed	1,800,000	6	—	—
Dubuque and Sioux City* preferred and guaranteed	1,958,170	7	—	—
Dubuque Southwestern, pref.	330,308	7	—	—
Eastern (N. H.)* guaranteed	492,500	8	—	—
Elmira, Jefferson and Canandaigua* guaranteed	500,000	6	—	—
Elmira and Williamsport* guar.	500,000	6	—	—
Elmira and Williamsport* preferred and guaranteed	500,000	7	—	—
Erie, preferred	8,536,910	7	—	—
Hannibal and St. Joseph, pref.	5,253,830	7	—	—
Harrisburg and Lancaster* guar.	1,182,550	7	—	—
Honolonic, preferred	1,190,000	8	—	—
Huntingdon & Broad Top Mountain, preferred	190,750	7	—	—
Joliet and Chicago* guar.	1,500,000	7	—	—
Joliet and Northern Indiana* guar.	300,000	8	—	—
Lackawanna and Bloomsburg, pref.	500,000	7	—	—
Leeds and Farmington* guar.	—	—	—	—
Little Schuylkill* guar.	2,646,100	7	—	—
Louisville, Cincinnati and Lexington preferred	848,315	9	—	—
Marionetta and Cincinnati, 1st pref.	6,586,135	6	—	—
" 2d pref.	4,051,744	6	—	—
Manchester and Lawrence	1,000,000	9	—	—
Michigan Southern, guaranteed	586,800	10	—	—
Mill Creek and Mine Hill* guar.	323,375	10	—	—
Milwaukee and P. du Chien, 1st pref.	—	8	—	—
" 2d pref.	—	7	—	—
Milwaukee and St. Paul, preferred	9,744,298	7	—	—
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	—	—
Mount Carbon & Ft. Carbon* guar.	282,250	12	—	—
New Haven and Northampton*	1,344,000	2	—	—
New York and Harlem, pref.	1,500,000	8	—	—
Niagara Br. and Canandaigua* guar.	1,000,000	6	—	—
Northern Eastern (S. C.), preferred	155,000	8	—	—
Ogdenburg and L. Champlain, pref.	1,037,000	8	—	—
Ohio and Mississippi, pref.	3,500,000	7	—	—
Paterson and Hudson* guar.	630,000	8	—	—
Paterson and Ramapo* guar.	248,000	8	—	—
Peoria and Bureau Valley* guar.	1,200,000	6	—	—
Philadelphia and Erie*	5,996,700	10	—	—
Philadelphia and Reading, pref.	1,551,800	10	—	—
Philadelphia and Trenton* guar.	1,099,120	6	—	—
Pittsfield and North Adams* guar.	450,000	6	—	—
Portl. & Kennebec (Yarmouth) guar.	202,400	6	—	—
Portland, Saco & Portsmouth* guar.	1,500,000	6	—	—
Portsmouth and Concord*	350,000	7	—	—
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	—	—
Rochester and Genesee Valley*	557,500	7	—	—
Rutland, preferred	2,040,000	7	—	—
St. Louis, Alton and T. H., pref.	1,500,000	8	—	—
Sandusky and Cincinnati, pref.	445,580	6	—	—
Schuylkill Valley* guar.	375,000	6	—	—
Shamokin Valley & Potomac* guar.	329,450	8	—	—
Tol. & Erie & Warsaw (W. D.) pref.	1,300,000	7	—	—
" (E. D.) pref.	1,700,000	7	—	—
Toledo, Wabash and Western, pref.	1,000,000	7	—	—
Troy and Greenbush* guar.	274,000	7	—	—
Vermont and Canada* guar.	2,500,000	8	—	—
Warren* guar.	1,408,200	7	—	—
White Mountains* guar.	200,000	6	—	—
Wrightsv. York & Gettysburg* pref.	317,050	2	—	—
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	—	—
Morris, preferred	1,175,000	10	—	—
Schuylkill Navigation, pref.	2,888,997	6	—	—
Union, preferred	—	6	—	—
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	—	6	—	—
Mariposa Mining, pref.	8,774,400	7	—	—

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 30 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	32	@	35	—
Pig, American, No. 1.....	per ton	32	@	33	—
Pig, American, No. 2.....	per ton	30	@	31	—
Pig, American, Forge.....	per ton	29	@	30	—
Bar, Refined, English and American.....	per ton	—	@	75	—
Bar, Swedes, assorted sizes.....	(gold)	85	@	100	—
Bar, Swedes, ordinary sizes.....	per ton	—	@	110	—
Bar, Refined.....	per ton	75	@	77	50
Bar, Common.....	per ton	72	50	@	—
Scroll.....	per ton	87	50	@	115
Ovals and Half-round.....	per ton	95	@	110	—
Band.....	per ton	95	@	—	—
Horse Shoe.....	per ton	95	@	—	—
Rods, 1½-16 inch.....	per ton	85	@	120	—
Hoop.....	per ton	105	@	145	—
Nail Rod.....	per lb.	7	@	—	74
Sheet, Russia, as to No.'s.....	(gold)	114	@	—	114
Sheet, Single D. and T. Common.....	per ton	44	@	—	51
Rails, English.....	(gold)	59	@	—	60
Rails, American, at Works in Penna. c'y.	per ton	71	@	—	72
Anvil, (Eagle).....	per lb. currency.	8	@	—	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).....	per lb.	—	@	15	@	18
English Spring (2d and 1st quality).....	per lb.	—	@	7	@	10
English Blister (2d and 1st quality).....	per lb.	—	@	10	@	17
English Machinery.....	per lb.	—	@	11	@	14
English German (2d and 1st quality).....	per lb.	—	@	13	@	15
American Blister "Black Diamond".....	per lb.	—	@	12	@	12
American, Cast, Tool, do.....	per lb.	—	@	9	@	11
American, Spring, do.....	per lb.	—	@	9	@	11
American Machinery, do.....	per lb.	—	@	9	@	12
American German, do.....	per lb.	—	@	9	@	12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d. @ 10d.....	per 100 lb	4	@	—	—
Clinch.....	per 100 lb	—	@	6	—
Horse Shoe, Forged (No. 10 to 6).....	per lb.	23	@	—	28
Copper.....	per lb.	35	@	—	38

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	—	@	30
Strait.....	(gold)	per lb.	—	@	35
English.....	(gold)	per lb.	—	@	34
Plates—Fair to good brands.....	(gold)	per lb.	—	@	34
I. C. Charcoal.....	per box	8	@	9	10
I. C. Coke.....	per ton	7	@	75	8
Coke Terne.....	per ton	6	@	25	7
Charcoal Terne.....	per ton	7	@	25	9

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	per gall.	—	@	—	144
Crude, 40 @ 47 gravity (in shipping order).....	per gall.	—	@	—	134
Refined, prime L. S. to W. (110 @ 115 test).....	per bbl.	—	@	—	26
Refined, Standard White (in ship's order).....	per bbl.	—	@	—	28
Refined, prime White (in shipping order).....	per bbl.	—	@	—	28
Refined, S. W. (in jobbing lots).....	per bbl.	—	@	—	29
Refined, S. W. (in tin).....	per bbl.	—	@	—	31
Naphtha, Refined, (65 @ 73 gravity).....	per bbl.	—	@	—	10
Residuum.....	per bbl.	4	@	—	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)	1st.	2d.	(Old List.)	3d.	4th.
Sizes.	A.	B.	C.	D.	
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00	
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50	
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00	
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50	
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00	
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00	
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00	
26 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50	
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50	
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50	
Above.....	25 00	23 00	20 00	16 00	

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10.....	(4 qts.) per 50 feet 10 @ 7 75
8 by 11 to 10 by 15.....	(4 qts.) per 50 feet 10 @ 8
11 by 14 to 12 by 18.....	(4 qts.) per 50 feet 12 @ 9 25
14 by 16 to 16 by 24.....	(4 qts.) per 50 feet 12 @ 9 75
18 by 22 to 18 by 30.....	(4 qts.) per 50 feet 15 @ 10 50
20 by 28 to 24 by 30.....	(4 qts.) per 50 feet 18 @ 12
24 by 28 to 24 by 36.....	(4 qts.) per 50 feet 19 @ 12 50
26 by 36 to 26 by 40.....	(3 qts.) per 50 feet 21 @ 16
28 by 38 to 28 by 44.....	(3 qts.) per 50 feet 22 @ 16 50
30 by 46 to 30 by 48.....	(3 qts.) per 50 feet 23 @ 17
32 by 50 to 32 by 52.....	(3 qts.) per 50 feet 24 @ 19
34 by 54 to 34 by 56.....	(3 qts.) per 50 feet 26 @ 19 50
36 by 58 to 36 by 60.....	(3 qts.) per 50 feet 30 @ 22
38 by 60 to 40 by 60.....	(3 qts.) per 50 feet 34 @ 23

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 13.

	Th. 7.	F.S.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Canton Co.....	68	—	—	—	—	—
Central Pacific 6s.....	90	—	—	—	—	—
Central of N. Jersey.....	103	103	104	104	104	104
Chicago & Alton.....	118	—	—	—	—	—
" pref.....	119	117	—	—	—	—
" 1 M.....	—	—	—	—	—	—
" S. F.....	—	—	—	—	—	—
" Inc. bds.....	—	—	—	—	—	94
Chicago, Burl. & Q.....	8s, 1883	—	—	—	—	111
Chi. & Gt. Eastern 1st m.....	82	82	83	83	82	82
Chic. & Northwestern.....	82	82	83	83	82	82
" pref.....	88	88	88	87	87	87
" 1st M.....	97	—	—	—	—	—
" S. F.....	—	—	—	—	—	—
" Consol.....	—	—	—	—	—	—
Chic. Rock Isl. & Pac. 116	117	116	116	115	113	113
Chicago & R. I. 7s, 1870.....	—	—	—	—	—	—
Chi. R. I. & Pa. 7s, 1896 98	—	97	97	97	97	97
Clev. Col. C. and Ind. 82	—	82	82	83	83	83
Clev. and Pittsburg.....	110	109	109	109	109	109
" 2 M.....	—	—	—	—	—	98
" 3 M.....	—	—	—	—	—	—
" 4 M.....	—	—	—	—	—	—
Clev. and Toledo.....	—	—	—	—	—	—
" S. F. 7s.....	—	—	—	—	—	—
Col. Chi. & Ind. C.....	20	—	20	20	20	20
" 1 M.....	84	—	84	83	83	83
" 2 M.....	87	—	87	—	—	—
Cumberland Coal pref.....	—	—	—	—	—	—
Del. & Hudson Canal.....	124	125	—	—	—	126
Del. Lack. & Western 105	106	106	105	105	105	105
" 1 M. 7s.....	97	—	—	—	—	—
" 2 M. 7s.....	97	—	—	—	—	—
Dubuque & Sioux City.....	103	103	—	—	—	—
Erie Railway.....	23	22	—	—	—	—
" pref.....	—	—	—	—	—	—
" 1 M. 7s, 1897.....	—	—	—	—	—	100

New York Stock Exchange.

Actual Sale Prices for the week ending July 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13

FEDERAL STOCKS:-

U. S. 5s, 1871, reg.	108	108	108	108	108
U. S. 5s, 1871, coup.	108	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 10-40s, reg.	108	108	108	108	108
U. S. 6s, 1881, reg.	114	114	114	114	114
U. S. 6s, 1881, coup.	115	115	115	115	115
U. S. 6s, '81, O.W.L. y.	114	114	114	114	114
U. S. 6s, 1881, .. y.	114	114	114	114	114
U. S. 6s, 5-20s reg. '62	111	111	111	111	111
U. S. 6s, 5-20s, c. 1862, 111	111	111	111	111	111
U. S. 6s, 5-20s, reg. '64	111	111	111	111	111
U. S. 6s, 5-20s, c. 1864	111	111	111	111	111
U. S. 6s, 5-20s, reg. '65	111	111	111	111	111
U. S. 6s, 5-20s, c. 1865	111	111	111	111	111
U. S. 6s, 5-20s, r. n. '65	111	111	111	111	111
U. S. 6s, 5-20s, c. n. '65, 110	110	110	109	109	109
U. S. 6s, 5-20s, reg. '67, 110	110	110	109	109	109
U. S. 6s, 5-20s, c. 1867, 111	110	110	110	109	109
U. S. 6s, 5-20s, reg. '68	110	110	109	109	109
U. S. 6s, 5-20s, c. '68	110	110	109	109	109
U. S. 6s, Pac.R.R. issue 114	113	113	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12

Catawissa	38	37	38	38	38
.. preferred ..	38	37	38	38	38
Canaan and Amboy	119	119	119	118	117
.. 6s, 1870	119	119	119	118	117
.. 6s, 1875	119	119	119	118	117
.. 6s, 1883	94	94	94	95	95
.. 6s, 1889	94	94	94	94	95
.. mort. 6s, '89	94	94	94	94	95
Elmira & Williamsport	94	94	94	94	95
.. pref.	94	94	94	94	95
.. 7s	94	94	94	94	95
Lehigh Navigation	35	34	34	35	34
.. 6s, 1884	35	34	34	35	34
.. Gold L.	88	88	88	88	88
.. R. R. L.	91	92	92	91	91
Lehigh Valley R.R.	57	57	57	58	58
.. 6s new coup.	96	96	96	96	96
.. 6s new reg.	96	96	96	96	96
Little Schuylkill R.R.	57	57	57	58	58
.. 7s	57	57	57	58	58
Minehill	51	51	51	51	51
Morris Canal	51	51	51	51	51
.. pref.	51	51	51	51	51
.. 6s, 1876	51	51	51	51	51
North Pennsylvania	93	93	93	94	94
.. 6s, 1880	93	93	93	94	94
.. 7s	90	90	90	90	90
.. 10s, 1887	90	90	90	90	90
Northern Central	58	58	57	57	58
Pennsylvania R.R.	58	58	57	57	58
.. 1st M.	102	102	102	102	102
.. 2d M.	101	101	101	101	101
Penn. State, 6s, 1st series	101	101	101	101	101
.. 6s, 2d series	101	101	101	101	101
.. 6s, 3d series	101	101	101	101	101
.. 6s, W. L.	101	101	101	101	101
Philadelphia City, 6s	100	100	100	100	100
.. new	101	101	101	101	101
Philad. Germ. & Nor.	53	53	51	51	51
Phila. & Reading	53	53	51	51	51
.. 7s, 1893	53	53	51	51	51
Philadelphia and Erie	29	29	29	29	29
.. 6s	92	92	92	92	92
.. 7s	89	89	89	89	89
Schuylkill Navigation	8	8	8	8	8
.. pref.	17	17	17	17	17
.. 6s, 1882	73	73	73	73	73
.. 6s, 1876	73	73	73	73	73
.. 6s, 1872	73	73	73	73	73
Susq. Canal	46	46	46	46	46
.. 6s, 1878	46	46	46	46	46
Union Canal, pref.	14	14	14	14	14
.. 6s, 1878	14	14	14	14	14
Hestonville, (Horse)	14	14	14	14	14
Chestnut & Wal.	47	47	47	47	47
Green & Coates	47	47	47	47	47
2d and 3d streets	47	47	47	47	47
Spruce and Pine	22	22	22	22	22
15th and 15th sta.	22	22	22	22	22

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12

Baltimore City 6s, 1875, 95	95	95	95	94	94
.. 1886	94	94	94	94	94
.. 1890	94	94	94	94	94
.. 1884	94	94	94	94	94
Balt and Ohio	139	139	139	139	139
.. bonds, 1875	95	95	95	95	95
.. 1880	95	95	95	95	95
.. 1885	95	95	95	95	95
Marietta & Cin. 1st M.	76	76	76	76	76
.. 2d M.	76	76	76	76	76
Northern Central	45	45	45	44	44
.. bonds, 1885	90	90	90	90	90
.. 1900	88	88	88	88	88
N. W. Va. 1st mort.	22	22	22	22	22
.. 2d mort.	22	22	22	22	22
.. 3d mort.	22	22	22	22	22
City Passenger R.R.	22	22	22	22	22

Boston Stock Exchange.

Actual Sale Prices for the week ending July 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13

Boston and Albany	148	147	147	147	146
Boston and Lowell	148	147	147	147	146
Boston and Maine	148	147	147	147	146
Boston and Providence	142	141	141	141	141
Boston, Hartford & Erie	4	4	4	4	4
.. 7s, new	28	28	28	27	27
Cheshire, pref.	88	88	88	88	88
Concord	75	75	75	75	75
Connecticut River	120	120	120	120	120
Eastern	120	120	120	120	120
Fitchburg	184	184	184	184	183
Manchester & Law're	120	120	120	120	120
Michigan Central	120	120	120	120	120
Northern, N. H.	114	114	114	114	114
Ogdens & Lake Champ	90	90	90	90	90
.. pref.	110	110	110	110	110
Old Colony & Newport	97	96	96	96	96
Ph. Wil. & Baltimore	54	54	54	54	54
Port'd, Saco & Ports	39	39	39	34	34
Union Pacific	84	84	84	84	84
.. 6s	84	84	84	84	84
.. Land Grant 7s	84	84	84	84	84
.. Income 10s	84	84	84	84	84
Vermont & Canada	104	103	105	105	105
Vermont & Mass.	104	103	105	105	105
South Boston (Horse)	60	60	60	60	60
Cambridge	60	60	60	60	60
Metropolitan	60	60	60	60	60
Middlesex	75	75	75	75	75
Central Mining Co.	28	28	28	28	28
Copper Falls	6	6	6	6	6
Franklin	6	6	6	6	6
Huron	6	6	6	6	6
Ile Royale	6	6	6	6	6
National	6	6	6	6	6
Pewabic	6	6	6	6	6
Pittsburg	20	20	20	20	20
Quincy	20	20	20	20	20

London Stock Exchange.

Closing Prices.

July 1. June 24.

Atl. & Gt. West. N. Y. sec. 7 per ct	65	70	65	70
1st mort., 1880	65	70	65	70
Do. do., 2d mort., 1881	65	70	65	70
Do. Penn., 1st mort., 1877	65	70	65	70
Do. do., 2d mort., 1882	65	70	65	70
Do. Consol. 7 per cent. mort. 1890	27	28	28	29
Detroit and Milwaukee 1st mort. 7s	70	72	70	72
Do. 2d mort. 8 p. c.	70	73	70	73
Erie shares 100 dol. all paid	18	19	18	19
Do. sterig. 6 p. c. convertible bonds	65	67	65	67
Do. 3d mort. 7 p. c. 1883	70	75	70	75
Illinois Central, 6 per cent., 1875	102	100	102	100
Do. Redemption mort. bonds 6 p. c. 100	88	92	88	92
Do. 7 per cent., 1875	114	114	114	114
Do. 100 dol. shares, all paid	114	114	114	114
Marietta and Cin. R. bonds 7 p. c.	82	84	82	84
New York Central, 100 dol. shares	101	103	101	103
Penn. R. bonds, 2d mort. 6 per cent.	97	99	97	99
Do. General mort. 6 p. c. 1910	93	94	93	94
Do. \$50 shares	45	47	45	47
Philadelphia and Erie 1st mort. 1881	92	94	92	94
Do. with option to be paid in Phila.	92	94	92	94

American Railroad Journal

Saturday, July 16, 1870.

Stock Exchange and Money Market.

The warlike reports from Europe have had the effect of disturbing financial values in the local market, and occasioning unusual excitement at the Gold and Stock Boards, particularly the former, where the dealings have been very extensive and the fluctuations frequent and violent. The Public Funds, as well as Railway bonds and stocks, have been seriously affected, and have moved up and down in price, in more or less direct sympathy with the changes in Gold. Money has been in somewhat better request, but has been plenty for all legitimate purposes, and has been quoted comparatively easy at from 3@5, generally 4@5 per cent. on call, and 5@7 per cent. per annum in the discount line. The city banks have lost rather heavily in the line of legal tender notes, while reporting a further gain in their specie and deposit averages. During the week the U. S. Sub Treasury has added to its specie and currency balances.

The coin reserves of the Treasury Department on Monday were \$118,735,848, including \$36,288,

500 on deposit on private account; currency balances, \$85,197,853.

The specie reserve of the city banks according to the latest return is \$35,734,434, against \$30,266,912 same time last year. The city bank deposits are now \$219,725,468, against \$183,197,239 week ending July 10, 1869. The legal tender reserve amounts to \$53,348,970, against \$48,702,728 same time last year. The circulation now stands at \$33,100,357, against \$24,277,945 same time last year. The loans are now \$277,783,427, against \$255,424,942 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$81,696,827 a day, against a daily average of \$93,789,400 the preceding week, and \$89,537,211 the week ending with June 25, 1870. The current weeks' exchanges average about 96 millions a day. The city banks, last week, reported a gain of \$4,123,104 of specie, and \$642,040 of deposits, and a loss of \$3,466,284 of legal tender notes. They increased their loans, \$1,286,924; and their circulation, \$29,992.

The city bank exchanges on Wednesday were about 115½ millions.

National Bank notes to the amount of \$178,245 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$326,104,889 against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$26,755,503 leaving, with the existing 1,614 banks, (having an aggregate capital of \$427,004,247,) an actual circulation at this date, of \$299,348,886. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,328,050; and for the public deposits, \$16,891,500—making a total of \$358,719,550. The Treasury Department last week redeemed and destroyed \$119,500 of worn and mutilated fractional currency, and issued \$552,493 of new.

The U. S. Sub-Treasury receipts, week ending with July 9, were \$7,723,285 in coin, (including \$2,369,000 from customs duties,) and \$3,915,506 in currency; payments, \$6,166,044 in coin, (including \$4,105,004 of coin interest,) and \$3,049,115 in currency; balance at the close of the week, included \$75,021,893, of coin, against \$73,464,651 the preceding Saturday, and \$11,558,789 of currency, against \$10,692,398 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$1,024,326 in coin, (including \$311,265 from customs,) and \$46,139 in currency; payment \$3,137,680 of coin (including \$75,130 of coin interest), and \$327,187 of currency. On Tuesday, receipts, \$566,862 in coin (including \$415,525 from customs), and \$494,460 in currency; payments, \$494,232 in coin (including \$472,432 of coin interest) and \$374,575 of currency. The balance at the close of business on Tuesday included \$11,812,726 of currency, and \$72,900,668 of coin, against a balance a week previous of \$11,210,956 currency, and \$72,875,178 coin.

The U. S. Sub-Treasurer issued in June \$1,363,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,017,513 of coin certificates, received for customs,

Government revenues have been up to a fair average for the season. The excises, during the week yielded \$5,528,312; customs at the port of New York, \$2,216,513, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$8,077,300 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1870, have been \$7,528,312; and in all the fiscal year which ended with June 30th, 1870, about \$183,500,000.

Gold has been unusually active, through the week, and under the exciting war reports and rumors from Europe, has fluctuated widely and frequently. The range has been from 114¼ to 115½ as the extremes. The highest figures were reached on Monday. The latest quotations on Wednesday was 112½. The speculative demand has been very brisk, most of the week. The export inquiry has been moderate. There has been rather more of a customs call. Toward the close there was a less confident inquiry, even on speculative account. The later cable dispatches announcing a further improvement in French rentes, English consols and American securities, tended to check speculative operations, and to weaken the premium. On Friday last, Government marketed the accrued July coin interest on the bonds held by the U. S. Treasurer, for account of the Sinking and Special Funds, and on Monday following, bought in an equivalent amount of U. S. Five Twenties at about the current rates, in regular channels of dealing. On Wednesday, a million of Government gold was sold at 112 20, and on Thursday, a million of Five Twenties was bought in at about the prevailing rates. The specie exports, last week, were nearly a million (precisely \$997,886); on Tuesday of the current week, \$248,000; and on Wednesday, \$735,000. By the *Ocean Queen* from Aspinwall on Wednesday, the specie receipts were \$39,136.

The coin balance at the Boston U. S. Treasury Office on Saturday was \$7,686,976, against \$7,834,614 the preceding Saturday. The customs receipts there for the week were \$347,974. The total amount of interest paid at the office of the Assistant Treasurer there was \$3,875,000, of which \$1,865,000 was on registered bonds and \$2,010,000 on coupons.

The coin balance of the U. S. Sub-Treasury on Thursday morning was \$72,901,792.

The customs demand for Gold last week, averaged \$394,834 a day; thus far, this week, it has averaged \$402,862 a day, or equal to a weekly aggregate of \$2,417,172. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$55,926; and since Jan. 1, 1870, \$7,232,251, against \$9,671,486 same time in 1869. The total customs revenue of the Government, in coin, at this port, during the fiscal year, ending with June 30, 1870, was \$184,527,931 against \$124,688,174, in 1868-'69.

The customs revenue of the port on Wednesday was \$408,000; and the coin interest payments, \$616,019.

The customs revenue at the port of San Francisco, from Jan. 1 to June 30th, was \$4,010,000, against \$3,615,000 same time last year.

The exports of specie, from this port, last week, were \$997,886 against \$908,734 same week last year; and since Jan. 1870, \$18,185,566, against

\$15,541,446 same time in 1869; also total, year ending July 1, 1870, \$34,174,102, against \$37,189,892 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$4,105,004; and during the year ending July 1, 1870, \$86,647,054 against \$88,325,756 in 1868-'69.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to June 30th, were \$18,100,000, against \$20,914,000 same time last year.

Foreign Exchange has been more active and quoted stronger, but closed less buoyantly. Bankers' sixty day bills on London closed on Wednesday at 109¾@109½, and on Paris to 5.20c. @5.15; sight bills on London to 110½@110¼, and on Paris to 5.14c.@5.13. The offerings of produce bills have been fair since our last. The week's exports of domestic produce have been to the currency value of \$3,924,415; and during the total year, ending July 1, 1870, \$196,569,675, against \$165,923,201 preceding fiscal year.

Government securities have been offered very freely, chiefly by foreign bankers, who were eager sellers of bonds, and as eager buyers of Gold, in view of the warlike reports from Europe. Prices have given way, under the heavy offerings. At the reduced figures, the demand from home investment purchasers has been more active, and toward the close, a much stronger feeling has been discernable in the market. On Wednesday, a new Funding Bill passed the Senate and House of Representatives, providing substantially as follows: Section 1 provides for the issue of two hundred millions 5 per cent. bonds, three hundred millions 4½ per cent. bonds, and one thousand millions 4 per cent. bonds, running ten, fifteen, and thirty years. Section 2 authorizes, the Secretary of the Treasury to sell the said bonds at par for coin, and to apply the proceeds to the redemption of the outstanding Five-twenties at their par value, as he may exchange new for old bonds at par for par, but the new bonds shall be used for no other purpose. A sum not exceeding one-half per cent. for disposing of the new bonds. Section 3 is unimportant. Section 4 provides for the redemption of the Five-twenties now or hereafter falling due at par, beginning with those first numbered and issued, and interest to cease three months after the proper notice has been given. Section 5 authorizes 2½ per cent. on gold deposits, twenty-five per cent. of such deposits to be retained in the Treasury of the United States, the balance to be used in the redemption of the Five-twenties under the provision of section 4. Section 6 provides for the canceling of all bonds now held, or hereafter purchased on account of the sinking fund.

U. S. sixes of 1881 closed here at 114½@114¾; U. S. Five-twenties of 1862, 110½@110¾; U. S. Five-twenties of 1864 at 110¾@110½; U. S. Five-twenties of 1865 at 110½@110¾; U. S. Five-twenties of 1865 consolidated, 109¾@109½; U. S. Five-twenties of 1867, 109¾@109½; U. S. Five-twenties of 1868, 109¾@109½; U. S. Ten-forties at 107½@107¾; U. S. Six per cent. currency bonds, 114¾@114½.

State bonds have been in good demand at however irregular prices.

Railway bonds have been in fair investment

demand, including Central Pacific Sixes, which closed at 89½@90; and Union Pacific Sixes at 84@84¾.

Railway and miscellaneous share property has been less active and quite unsettled in price, closing tamely and heavily.

At Frankfort on Wednesday U. S. Five Twenties closed at —; and Central Pacific First Mortgage Bonds at —.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 29.	July 6.	July 13.
Consols	92¾	93½	92¾
U. S. 5-20's of 1862...	90¾	90¾	89½
U. S. 5-20's, 1865....	90	90¾	89½
" 1867	89¾	89¾	89¼
" 10-40s	88	88¼	86½
Erie.....	19	19	18
Ill. Central.....	114	115	112½
At. and Gt. West....	28	28	26

General business has been as a rule adversely influenced by the war reports, though in the line of Breadstuffs the advantage has been in favor of holders, who have been confident in their views, in anticipation of a lively export call, in the event of an actual collision between the armies of France and Prussia. Toward the close, the markets generally showed less activity and a tendency to renewed depression in most articles. Middling upland cotton closed at 20½ cts. per lb. The stock of cotton now here is given at about 33,000 bales. The receipts at the port this week, have averaged about 2,450 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,801,475 bales, against 2,030,050 bales in 1868-'9; exports, same time 2,122,750 bales, against 1,422,150 bales same time in 1868-'9; stock on hand at latest dates, 146,400 bales, against 46,700 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 8,206 pkgs., against 14,853 pkgs., same time in 1869. From Boston, 3,496 pkgs. in 1870, against 5,767 pkgs. same time in 1869.

Foreign goods have been in moderate demand and quoted, in the main, quite steady.

At the Live Stock markets, this week, Beeves have been in better demand at from 10@17c. per lb.; week's receipts, 6,555. Milch cows have been in slack demand, at \$40@\$100 each, receipts, 69. Veal calves have been more sought after at from 4@11¼c. per lb.; receipts, 2,683. Sheep have been in request at from 4@7¼c.; lambs at 8 @14c. per lb.; receipts, 27,657. Swine dull at 9@9¼c. per lb., all live weight; receipts, 9,430.

Ocean freights have been less active, but closed more firmly. For Liverpool we quote flour at 1s.@1s. 3d. by sail, and 1s. 3d.@1s. 6d. by steamer per bbl.; grain at 3¼@4d. by sail, and 5½@6d. by steamer, per bushel; cotton at 1½d. @1½d. by sail and 1½d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 467.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending July 12, and since the beginning of the year:

	1869.	1870.
For the week.....	\$3,713,122	\$3,924,415
Previously reported...	92,029,526	92,162,466
Since Jan. 1.....	\$95,742,648	\$96,086,881

The imports for the week ending July 9, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	\$1,110,046	\$1,223,132
Gen. merchandise.....	3,060,166	3,179,747
Total for the week.....	\$4,170,212	\$4,402,879
Previously reported....	162,866,978	152,463,573

Since January 1.....\$166,537,190 \$156,866,452

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 25; do., Fund Act, 1866, 38; South Carolina 6s, new, Jan. and July, 78½; Louisiana 6s, Levee bonds, 74; do. 7s, Penitentiary, 81; Connecticut 6s, War Loan, 100½; N. Y. State 7s, Bounty Loan, reg., 108¼; Alabama 8s, 100; do., 8s, R. R., 97½; Brooklyn 6s, W. L., 92½; Jersey City W. L., 93; Galena and Chicago 1st mort., 103; Central of New Jersey new bonds, 103; Albany and Susquehanna 2d mort., 94; Toledo, Peoria and Warsaw 1st mort., W. D., 83½; do. E. D., 84½; Great Western 1st mort., 1888, 91¾; St. Louis and Iron Mt., 48½; do. 1st mort., 90; Ohio and Miss. consol. bonds, 90; Arkansas 7s, issued to Little Rock and Ft. Smith R. R., 76; New York and New Haven R. R., 150; New Jersey R. R., 119; Western Union Telegraph, 35; Atlantic Mail S. S. Co., 31; Consol. Coal of Md., 29; Wilkesbarre C. & L., 70; Pennsylvania Coal, 222; Quicksilver pref., 9¾; Adams Exp. Co., 68¼; Am. Mer. Union Exp., 44¼; U. S. Exp., 45¾; Wells-Fargo Exp., 15¼; Black Hawk gold, 0.27; Central gold, 0.29; Consol. Gregory gold, 0.95; Grass Valley gold, 0.50; Hanover copper, 0.27; Liberty gold, 0.03; La Crosse gold, 0.12.

Philadelphia.—Sunbury and Erie 7, 102; Penn. and New York Canal 7s, 92½; Warren and Franklin 7s, 87½; do. 2d mort., 95; Morris Canal 7s, Boat Loan, 80; Pennsylvania R. R., General mort., 96; Chesapeake and Delaware Canal 6s, 92; Lehigh Nav. Conv. Loan, 79½; Perkiomen R. R. bonds, 80; Belvidere Delaware 2d mort., 83½; Reading and Wilmington 7s, 94; West Jersey 7s, 97; do. 6s, 90; Stubenville and Indiana R. R. bonds, 75; Connecting R. R. bonds, 86; Phila. and Trenton R. R., 118; Oil Creek and Allegheny River R. R., 47; do. bonds, 81½; Delaware Division Canal, 47; Allegheny county, 5s, 75½; Penn. State coupon 5s, 104; N. Carbondale, 2; New Creek bonds, 12½. The latest quotations are: City 6s, 100½@100½; do., free of tax, 101½@101½; State 5s, coupon, 103@—; do., 6s, W. L., 105@—; do., 1st series, 102½@—; do., 2d series, 106½@—; do., 3d series, 109@110; Reading, 51½@51½; do., 7s, 1893, 105@106; do. mort. 6s, 1880, 93@96; Camden and Amboy, 118@119; do. mort. 6s, 1889, 94¾@95; do., 1883, 94@95; do., 1889, 89@90½; Penn. R. R., 58@58½; do., 1st mort., 101@—; do., 2d mort., 101@—; Little Schuylkill R. R., 45@46¼; Morris Canal, 25@30; do., pref., 71½@72; do., 6s, 82½@85; do., scrip 7s, 68@—; Susquehanna Canal, 6@10; do., 6s, 46½@47; Schuylkill Nav., 8@9; do., pref., 17@17½; do. 6s, 1882, 72@73; Elmira and Williamsport pref., 40@45; do., 7s, 1873, —@96; do., 6s, 59@61; Lehigh Coal and Navigation, 34½@34¾; do., 6s, 1884, 85@86; do., R.

R. Loan, 91½@92; do., Gold Loan, 88¾@89; North Pennsylvania, 40@42; do., 6s, 94@94½; do., 7s, 91@—; do., Chatte 10s, 110@—; Philadelphia and Erie, 28¾@29; do., 6s, 92@93; Minehill, 51@—; Catawissa, 13@15; do. pref., 88½@88¾; Lehigh Valley, 58@58½; do. 6s, 95@96; do., 6s, reg., 96½@97; Fifth and Sixth streets, (horse), 37@38½; Second and Third, 44@46; Thirteenth and Fifteenth, 21¾@22; Spruce and Pine, 23½@24; Green and Coates, 32@40; Chestnut and Walnut, 43@45; Hestonville, 14½@14¾; Union, 43@44½.

Boston.—Indianapolis, Bloomington and Western 7s, 83¾; Mansfield and Framingham 1st mort., 7s, 94; Rutland, 30; do., pref., 82½; do., 7s, 84½; Rutland and Burlington 2d mort., 55; Vermont Central 1st mort., 86¼; do., 2d mort., 41½; Burlington and Missouri River R. R., 8s, 1889, 101; Vermont and Massachusetts 6s, 92; Eastern R. R. 6s, 1874, 97¾; do., 1885, 94; Stanstead, Shefford and Chambly 7s, 85; Philadelphia, Wilmington and Baltimore 6s, 1876, 94; Old Colony and Newport 7s, 103; Cedar Rapids and Missouri 7s, 1916, 87¾; Vermont Central and Vermont and Canada 8s, 1875, 104; Boston, Concord and Montreal 6s, 1889, 88¾; Indianapolis and Cincinnati R. R., 19; Cincinnati, Sandusky and Cleveland R. R., 34; do., 6s, 1900, 76; do. 7s, 88; Mississippi R. R., 83¾; Eastern (N. H.) R. R., 114; Essex Co., 138¾; Cary Imp., 7¼; Short Mt. Coal, 13¾; Massachusetts 6s, 5-20s, currency, 100¼; do., 6s, 1871, gold, 118½; do., 7s, 1874, gold, 107¾; do., 5s, 1894, gold, 97¾; New Hampshire 6s, 1871, 99½; Maine 6s, 1889, 98½; Boston 6s, 1877, gold, 99¾; do., 1878, 100; do., 6s, currency, 100¾; Salem 6s, 1883, 99¾; Bath 6s, 1891, 91; Taunton 6s, 1880, 93½; Cleveland, O., 6s, 1878, 93; St. Louis 6s, 1877, 92½; do., 1888, 88¾; do., 1887, 94¾; St. Louis County 7s, 97½; Cook Co., Ills., 7s, 98¼; Bangor 6s, 1873, 86½; Portland 6s, 1886, 96; Chicago 7s, W. L., 98¾; Albany 6s, 1870, 100; Concord 6s, 5-20s, gold, 99¾.

Baltimore.—Maryland 6s, reg., 1890, 95¼; do., Defense Loan 1883, 102¼; Virginia 6s, old, reg., 52¾; do., 1866, 63½; do., 1867, 66¼; Memphis City 6s, 55½; Baltimore City 5s, 74; Western Maryland 2d mort. pref., 65½; do., guar. by Washington Co., 85; Orange and Alexandria 2d mort., 78¾; do., 4th mort. 80; Orange, Alex. and Manassas bonds, 78¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@90½; Baltimore and Ohio, 139@140; do., 6s, 1875, 94@94½; do., 1880, 97@97½; do., 1885, 94½@95; Northern Central, 44¾@44¾; do., 6s, 1885, 90@94; do., 1900, 88¼@88½; do., 6s, 1900, gold, 96¾@96; Parkersburg Branch, 23@23½; N. W. Va. 1st mort., 96@—; do. 2d mort., 92½@95; do., 3d mort. 1885, 89½@—; Marietta and Cincinnati 7s, 1892, 95¾@96¼; do., 2d mort., 75¾@77; Central Ohio, 24@26; do., 1st mort., 84@84¾; Western Md. 6s, 1890, 79@79; do., guar., by Baltimore City, —@—; do., 2d mort., guar., —@—; do., 6s, pref., 65½@66; do., 6s, guar., by Washington Co., 85@85; Richmond and Danville bonds, 78@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 77¾@78¼; do., 3d mort., 8s, 85@85; do., 4th mort., 8s, 79½@80; Orange, Alexandria and Manassas 7s, 78½@79; Virginia and Tennessee 8s, 83½@85; do., 6s, 1st mort., 83@

—; do., 6s, 2d mort., 76¼@77; Baltimore 6s, 1875, 94½@95; do., 1884, 94@94; do., 1886, 98½@94; do., 1890, 94¼@94½; do., 1898, 93@94¼; do., 5s, 1888-70, 73@75; Memphis City 6s, 55@55½; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R. 22@22½; George's Creek Coal, 61@62; Atlantic Coal, 1.75@2.10; Bare Hill, 0.20@0.29.

Switch and Car Padlocks.

We call the attention of our readers to the advertisement of ROMER & Co., of Newark, N. J., appearing in our present issue.

Their business was established in 1837, they being the successors of H. C. JONES, who was the originator of the double-acting Switch and Car Locks, which, after the test of many years, have proved to be the most serviceable Railroad Locks, and are now in use by a large number of Railroad Companies in the United States and Canada.

The above firm are fully able and competent to furnish locks of any required number at short notice, as they employ about forty hands, and have the latest improved machinery used in their line.

Mr. ROMER, the senior member of the firm, was for a number of years superintendent for Mr. JONES, and succeeded to the business on his retiring. They have lately received a patent for a very good stationary Freight Car Lock of the most improved pattern, and are also manufacturing an improved Passenger Car Door Lock.

Cuts, with explanations, will be sent to any address on application as per advertisement.

The Tehuantepec Railway Survey.

Col. J. J. Williams, the Chief Engineer of the Tehuantepec Railway Company, telegraphs from Havana that he has returned from the city of Mexico on his way to New York, with the maps, plans and profiles of the location of the road, approved by the government of that country. Colonel Williams recently crossed the Isthmus in company with the Mexican Commissioner. While there he, in accordance with instructions, made new reconnaissance and ascertained that there is a sufficiency of water to supply a ship canal.

The traffic receipts of the European and North American Railway in June, 1870, were \$19,748 33, against \$17,467 62 in 1869, and \$16,324 55 in 1868.

The Fredericton (N. B.) Farmer says that the construction of the Maine portion of the Western Extension is now apparently certain. Congress has admitted the claims of Maine, and the work will be proceeded with immediately. Congress passed a bill to pay the European and North American Railway Company \$678,362, interest due the States of Maine and Massachusetts for money expended in the war of 1812.

At a special meeting of the stockholders of the Great Western Railway Co. of Canada, in London, the directors were authorized to subscribe to all the stock in the Air Line Railway from Glencoe to Buffalo, and proceed immediately with the construction of the road.

The Hecla Mining Company has declared a dividend of \$5 per share, payable Aug. 5.

The Calumet Mining Company pays a dividend of \$7 per share Aug. 5.

The Colorado and Oregon Railroad was opened to Chico on the 4th of July.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for six months from January 1st, were:

	1869.	1870.
Ashes, bbls.....	4,941	4,441
Breadstuffs—		
Wheat flour, bbls.....	1,222,146	1,550,359
Cornmeal, bbls.....	146,646	139,843
Wheat, bush.....	5,657,869	6,708,514
Rye, bush.....	191,668	251,044
Oats, bush.....	1,981,211	2,100,989
Barley, bush.....	817,756	955,283
Peas, bush.....	35,199	113,633
Corn, bush.....	3,869,309	2,324,037
Cotton, bales.....	342,204	376,323
Naval Stores—		
Crude turp., bbls.....	9,651	4,090
Spirits turp., bbls.....	30,205	31,603
Rosin, bbls.....	283,952	290,125
Tar, bbls.....	51,364	42,365
Pitch, bbls.....	2,005	1,942
Provisions—		
Pork, bbls.....	64,656	71,584
Beef, pkgs.....	48,498	54,173
Cutmeats, pkgs.....	63,067	73,006
Butter, pkgs.....	298,521	223,541
Cheese, pkgs.....	212,822	257,447
Lard, tcs. and bbls.....	50,106	51,990
Do., kegs.....	4,388	13,892
Whiskey, bbls.....	90,187	111,094

The Exports from New York to foreign ports of certain leading articles of domestic produce for six months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls.....	2,508	1,944
Do., Pearls, bbls.....	69	22
Beeswax, lbs.....	82,843	167,849
Breadstuffs—		
Wheat flour, bbls.....	567,487	846,188
Rye flour, bbls.....	2,084	1,778
Cornmeal, bbls.....	81,904	41,095
Wheat, bush.....	5,401,716	7,401,975
Rye, bush.....	48,039	57,484
Oats, bush.....	41,857	9,788
Barley, bush.....	.....	.....
Peas, bush.....	54,326	113,476
Corn, bush.....	1,543,775	160,864
Candles, bxs.....	28,687	22,149
Coal, tons.....	37,059	20,986
Cotton, bales.....	160,095	230,693
Hay, bales.....	17,031	25,858
Hops, bales.....	34,556	18,738
Naval Stores—		
Crude turp., bbls.....	392	403
Spirits turp., bbls.....	8,274	8,555
Rosin, bbls.....	274,638	255,708
Tar, bbls.....	28,817	13,371
Pitch, bbls.....	2,275	2,569
Oils—whale, galls.....	2,252	64,456
Do., sperm, galls.....	387,531	311,860
Do., lard, galls.....	20,717	12,940
Do., linseed, galls.....	2,455	5,008
Provisions—		
Pork, bbls.....	88,407	42,523
Beef, bbls.....	14,565	12,332
Do., tcs.....	40,464	29,536
Cutmeats, lbs.....	31,289,296	19,552,280
Butter, lbs.....	494,921	739,360
Cheese, lbs.....	11,354,756	14,231,214
Lard, lbs.....	17,383,408	16,134,547
Rice, tcs.....	249	1,174
Do., bbls.....	2,152	10,692
Tallow, lbs.....	10,624,879	12,063,425
Tobacco, crude, pkgs.....	50,111	35,024
Do., manf., lbs.....	2,691,652	2,941,799
Whalebone, lbs.....	154,314	264,719
Petroleum, galls.....	28,332,131	35,920,677

Arrangements have been perfected between the city of Fort Scott and the Missouri, Kansas and Texas Railroad for the completion of that road from Sedalia, Mo., to the former city, in ninety days. One thousand men are now at work on the line, and the force is constantly increasing.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGES FOR STOCK KILLED ON DEPOT GROUNDS—RIGHT TO FENCE.

The late action of Davis *agt.* Burlington and Missouri River R. R. Co. (26 Iowa, 549,) was one for damages occasioned by plaintiff's cow being struck and killed by a locomotive on defendant's road. The accident occurred in the City of Mount Pleasant (an incorporated city), and on the depot grounds of said company.

The following is the able opinion of the Court delivered by

WRIGHT, J.—It is insisted that defendant is liable under the evidence because of the negligence shown without reference to the question of duty to fence these grounds, and the absolute liability thence resulting under the statute to be hereafter noticed.

It was held in *Whitbeck vs. D. and P. R. R. Co.* (21 Iowa, 103), that, whether the right to fence existed or not, the company was bound to use ordinary and reasonable care. And as, under the facts there disclosed, the jury could reasonably infer negligence on the part of the defendant's servants, we refused to interfere with the judgment. Here the Court, upon the facts, found for the defendant, and applying the same well understood rule, we cannot, upon this ground, disturb the finding. Though the record contains an agreed statement of facts on this subject, it is only stated that a witness would testify to certain matters, such as that the "train was behind time, was moving faster than it usually did at that place," and the like. This leaves the matter too indefinite to justify a reversal on this ground. The case in this respect, as in others, is like that of *The L. and I. R. R. Co. vs. Shriner* (6 Ind., 141).

But the main question in the case relates to the defendant's liability, without reference to the question of negligence. These grounds were not fenced. If a company fails to fence its road against live stock at all points where it has a right to fence, it becomes absolutely liable to the owner of any stock injured, etc., and in such cases it is only necessary to prove the injury complained of, etc. Laws of 1862, ch. 169, § 6. And hence the very point here made is that the statute extends to depot grounds, and, indeed, to the entire line of the road. Whether it does, we are now called upon for the first time to determine in this State. It is true the question arose in *Whitbeck vs. D. and P. R. R. Co.* (*supra*), but was not decided, as we held that the verdict could be sustained upon the evidence adduced of negligence.

Generally we may state the liability of the company, in relation to stock killed, as follows: if killed where there is the right to fence and none has been erected, the liability is absolute. If there be a fence, gross negligence must be shown on the part of the company. If the killing takes place where there is no right to fence, the company is held to reasonable care and liable for ordinary negligence. Without undertaking to state the rule applicable at greater length, or defining what would or would not be gross or ordinary negligence, or stating the duty of care on the part of the owner of the stock, the foregoing we believe to be a correct condensed statement of the law governing in the several cases supposed. *Balcom vs. D. and S. R. R. Co.*, 21 Iowa, 102.

If, therefore, the company had, within the meaning of the statute, a right to fence these grounds, there is no dispute as to its liability. If it had not, then the judgment below should remain undisturbed, for we have seen there was no such clear proof of negligence as to justify our interference.

The character, extent and nature of these grounds are fully indicated by the statement preceding this opinion. It may be proper to state, in addition, that they are crossed by one other street beside Main, and that the track through the city is intersected by several others.

The depot grounds outside of the track covered quite a large tract, say five or six acres, extending along on either side of the road, and used for loading and unloading freight, and all the purposes incident to a station of such importance. The lumber upon the yard named, we need hardly say was brought by the road and taken from the cars while upon the track, being piled often to the very line of the land reserved by the company for track purposes proper.

The liberal language of the act will apply to depot as to other parts of the road. This is to say the "right to fence" may be as clear in many and, indeed, in most instances, when applied to depot grounds as to any part of the entire line. And, as a rule, we believe in following the language, allowing no departure because of supposed hardships or its apparent unreasonableness. The legislature must be taken to have selected the language here adopted to give expression to its will, and it is not for us to say that something else was meant or intended. In other words, it is not for the Courts to nullify by construction the plain and explicit requirements of a statute, nor to make exceptions which do violence to its letter and policy. *Bradley vs. B. N. Y. and E. R. R. Co.*, 34, N. Y., 427.

And yet many of the rules of interpretation would be without place—had as well be blotted out—if the very language used is to be followed in every instance. Than these necessary rules, none is of more constant application than that which teaches that the reason and intention of the law-giver will control the strict letter of the law when the latter would lead to palpable injustice and contradiction. (1 Kent, 462.) And looking at this statute in the light of its reason and intention, we believe that this absolute liability on the part of the company attaches, not at all places where there is the strict or abstract right to fence (and failure to do so following), but that it is the duty of the Courts to ascertain whether in the particular case it is fit, proper and suitable that the fence should be built. In other words, if the injury occurred at a place where to build a fence was improper, the liability is not absolute, but depends on the question of negligence.

The fitness or propriety of fencing roads, we need hardly say, depends upon circumstances. The law was not, in our opinion, we may state generally, intended to apply to depot grounds, and especially where in a town or city, intersected by streets, or where the switches, as often occurs, run along and upon the streets. The legislature had in mind, beyond question, these lines as they were constructed over our prairies, knowing that cattle were free commoners, and desiring to pro-

fect stock running at large so generally in the agricultural districts of the State. Some States compel these companies to fence these roads as fast as constructed, and forbid the running of trains until so inclosed. Instead of doing this, we leave them free to fence, or not, providing, however, for absolute liability if stock shall be injured. To make the requirement to fence imperative, it was doubtless thought, would unnecessarily fetter the energies of these companies, at a time when their roads were needed for more rapid growth of the State. And at the same time stock owners were protected in their rights, when the injury was occasioned by want of a fence. This was a compromise, so to speak, between the imperative rule of some of the older States, affirmatively requiring a fence, and that of the common law which makes cattle trespassers if found on the track, whether fenced or not. The thought, however, was the fencing of the track or road, and not the depot grounds. The language is "its road," and we do not believe that this includes depot grounds. True, these grounds, including switches, side tracks, etc., may be a part of the road. This is not denied for many and indeed most, purposes. And yet we cannot think that the legislature contemplated these as a part of the "road" by the statute under consideration.

How eminently necessary it is that these grounds should be left open for public convenience and in view of the business there transacted, the slightest observation or indeed the most casual practical thought, will serve to demonstrate. In many instances, as in this, they are approached and intersected by many streets—those in more or less constant use. At other times a track will be laid along the street and trains are made up there for more than half of the twenty-four hours. The convenience of the public—those having business at the depot—receiving and shipping freight—must be consulted. Wherever a depot, there grows up almost at once a town if none there before, and the road, it is understood from the very nature of things, is to be run and used with reference to such town, its streets, alleys, etc. Those having business with the road may go upon its grounds at any appropriate point by one street or another, delivering their grain or freight at this car or that, upon one track or another, taking lumber from here or there. Frequently, as before suggested, the side tracks and switches may be in streets where it is impracticable to fence, and yet the right, without infringing any public right, may exist. So, immense elevators and warehouses are often constructed for the convenience of trade and the public, within these grounds, which are daily used and approached by trains almost without number. If, in reaching the approaches, in turning and leaving, they are to be confined to fenced lines, it can at once be seen that innumerable would be the drawbacks, inconveniences and embarrassments.

But if fenced, the streets are, of course, to be left open, for no one would say that gates are to be kept to be opened or closed by an army of servants employed for this particular purpose. If open, then the protection to stock would be but slight, for they can pass and repass over the

track, and, possibly without obstruction along the same, for there is nothing in the law, in terms, requiring cattle guards at public crossings. The fact remains, that cattle at all these street crossings could pass over the track at pleasure. In the country these highways cross the railroad once in two, four or six miles; it may be in towns and cities every two or four hundred feet, and thus if a fence is required in towns and cities, the protection would be but partial, by no means accomplishing the object designed by the statute. Then, too, it is known, that in many cities, by police regulation, most kind of stock are prohibited from running at large.

This was known when the law was passed, and serves additionally to show how clearly the "road" outside of cities and towns, outside of depots, was in the legislative mind. And thus we might at much greater length, demonstrate the inapplicability of the law to depot grounds, the reason and propriety of confining the language of the statute to the "road," but this will suffice. The mere inconvenience to the company by no means governs in determining whether there exists the right to fence. This has little if any weight. We look rather to the public convenience, the public interest, the spirit and policy of the statute, the mischief to be remedied, as well as the words employed to express the legislative will, and thus guided, we feel well satisfied that plaintiff's case does not come within the statute.

This construction of the statute is well sustained by several adjudged cases. Thus in *I. and C. R. R. Co. vs. Kinney* (8 Ind., 402) it was held, under the statute of that State (183, p. 113), that the company was not liable for stock killed at a place where a fence ought not to be erected, and that an open space in front of a mill, necessary for the convenience of shipment, was such a place.

The case sometimes referred to, 24 Ind. (I. and C. R. R. Co. vs. Guard, 222), and others discussing a like question, we do not controvert. The fact that a public highway was alongside of a railway, instead of showing that a fence should not be maintained, would certainly show a stronger reason for fencing. And this is all these cases rule. They all recognize the doctrine that the statutory liability would not arise, if the injury occurred at a place where it would be improper to fence.

If there be cases in some of the States apparently in conflict with these views, they will be found, upon examination, to be based largely upon statutes different from ours. And this being so, it seems unnecessary to add to this opinion by citing and commenting upon the same.

Judgment affirmed.

The motive power of the Vermont Central railroad has been increased during the year ending June 1, 1870, by an addition of ten new and powerful locomotives. Two of this number were purchased of the Taunton Locomotive Manufacturing Co., and two of the Manchester Locomotive Works. The remaining six were manufactured at the Central shops in St. Albans.

The St. Louis County Court has issued an order to pay all matured bonds in silver, where payment in coin is expressed on their face.

Pacific Railroad.

This company have lately leased the Lawrence and Pleasant Hill railroad, 58 miles long and not yet completed, for 30 years with privilege of renewal. By the terms of the lease the Pacific company are to equip and operate and guarantee a rental of \$60,000 in gold and \$15,000 in currency. They are to pay 35 per cent. of the gross earnings for the first ten years, and 33½ per cent. for the balance. If this per centage of the gross earnings does not come up to the guaranteed amount of \$75,000 the deficiency is to be met out of the gross earnings when in excess.

By means of this leased line the Pacific Company will secure connection with the Missouri River, Fort Scott and Gulf railroad at Olathe, and the Leavenworth, Lawrence and Galveston and Kansas Pacific roads at Lawrence, shortening the line from St. Louis to Lawrence and Denver by 18 miles.

They have also leased the Sedalia and Lexington railroad, 54 miles long, at a rental of \$54,000 per year, for a term of thirty years. The Pacific agree to operate it.

Illinois Central Railroad.

The statement of this Company for the month of June, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands		
Sold	4,036.49	for \$38,081 64
Acres Int. Fund Lands		
sold	40	for 1,045 00
Acres Free Lands sold..	240	for 4,860 00
Total sales during month of June, 1870	4,316.49	for \$43,986 64
To which add Town Lot Sales		195 00

Total of all	4,316.49	for \$44,181 64
Cash collected in June, 1870		\$177,038 86

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois	In Iowa	Total.
707 Miles.	267 Miles.	974 Miles.	
Freight	\$407,534 00	\$96,468 00	\$504,002 00
Passengers...	135,742 74	36,094 80	171,837 59
Mails	6,375 00	1,029 08	7,404 08
Other sources	74,000 00	1,970 92	75,970 92
Tot'l June, '70	\$623,651 74	\$185,562 80	\$759,214 59
Total actual earnings, June 1869	\$646,450 84	\$131,809 68	\$778,260 52

The Vermont Central Railroad Company have decided to put up two iron bridges, one at Milton Hollow, known as the Clark Bridge, and the other the Harlow Bridge at Northfield, where the great disaster occurred about two and a half years ago.

The Baltimore Sun says the Northern Central Railway Company is now paying its matured coupons on bonds issued prior to 1862 in gold; also on what is known as the York and Cumberland bonds.

It is said that the purchase by Ben Holliday of the Astoria Railroad franchise, gives him control of the entire railroad system of Oregon.

The grading of the Frederick and Pennsylvania Line Railroad, between Littlestown, Pa., and the Maryland State line, is rapidly progressing.

The Vera Cruz Railroad has been opened to the public as far as Chiquiti.

The Geneva and Ithaca Railroad Company have filed articles of association. The road will be about 40 miles in length. Capital, \$1,250,000. The directors are: Thomas Hillhouse, William Hall and E. P. Prince, of Geneva; Robert J. Swan, C. H. Sayre, R. M. Slate, J. N. Johnson, J. C. Hall and C. H. Parshall, of Seneca county; Charles M. Tobis, A. H. Gregg and John Ramsey, of Ithaca; and Nelson Noble, of Ulysses.

The stockholders of the Missouri Pacific Railroad Company have ratified the lease between that company and the St. Louis, Lawrence and Denver Road and a branch to Lexington, Mo. The former road is a cut-off between Pleasant Hill, Mo., and Lawrence, Kansas, which will shorten the distance to Denver about twenty miles, and give St. Louis a shorter route to Southern Kansas.

A new railroad is to be built from a point on the Delaware river, in Mercer county, N. J., through the village of Pennington to Millstone. The Pemberton and Manchester road will be completed in a few weeks. It is 18 miles long and makes the connecting link between the New Jersey Southern Railroad and Pemberton and Camden, thus affording a direct route from Philadelphia to Long Branch.

According to the report of the Commissioners of the Sinking Fund the State debt of Ohio on May 15th, 1870, amounted to \$9,848,278, against \$10,016,582 on November 28th, 1869, a reduction of \$168,304 in six months.

The contract with J. Edwin Conant for the construction of the railroad from Lexington, Ohio, through Toledo to Ann Arbor, Michigan, has been approved by the city council of Toledo, by a vote of eleven to two.

Watertown, N. Y., has subscribed \$300,000 of the stock of the Carthage, Watertown and Sackett's Harbor Railroad.

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This company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The road runs through the richest and most thickly settled portion of Iowa, and is built in the interests of the great Northern system of roads which centre at St. Paul. The First Mortgage Bonds of the Company pay 7 per cent. Gold Interest, free of Government tax, and are issued for the very small amount of \$16,000 per mile. For the present, the unsold portion are offered at 95 and accrued interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank. We believe there will be no more favorable time to sell Government bonds, and buy really First-class Railroad Securities—such as these—than the present. After a full examination we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers as a thoroughly safe as well as profitable investment.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, July 7, 1870.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full paid shares registered at the close of the 15th day of July inst. after which date, and until the 5th day of August next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.
Department of Finance, }
Comptroller's Office, } RICHARD B. CONNOLLY,
New York, June 27, 1870. Comptroller.



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Minneapolis, Minn., June 16, 1870.

Notice to Contractors.

Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

Two-thirds of the line is through a timber country, and is excellent winter work. The soil is principally loam, sand and gravel.

Proposals are invited from contractors of ability and experience, in sections of from one to forty miles. Profiles of the work may be seen at the office of this Company. The entire work is to be completed by the first day of July, 1871.

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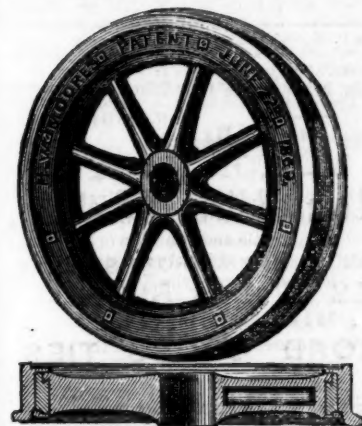
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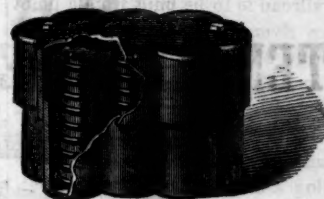
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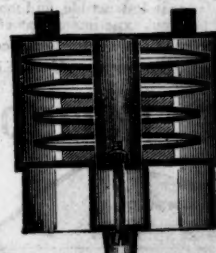
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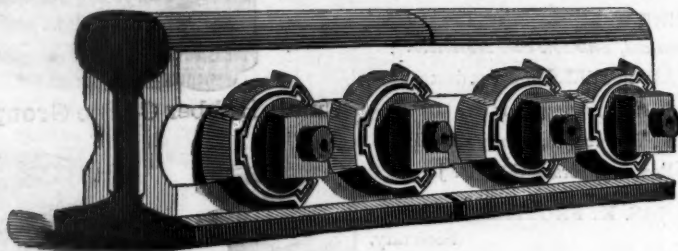
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This joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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